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PREVIEW

'67 CAR KITS

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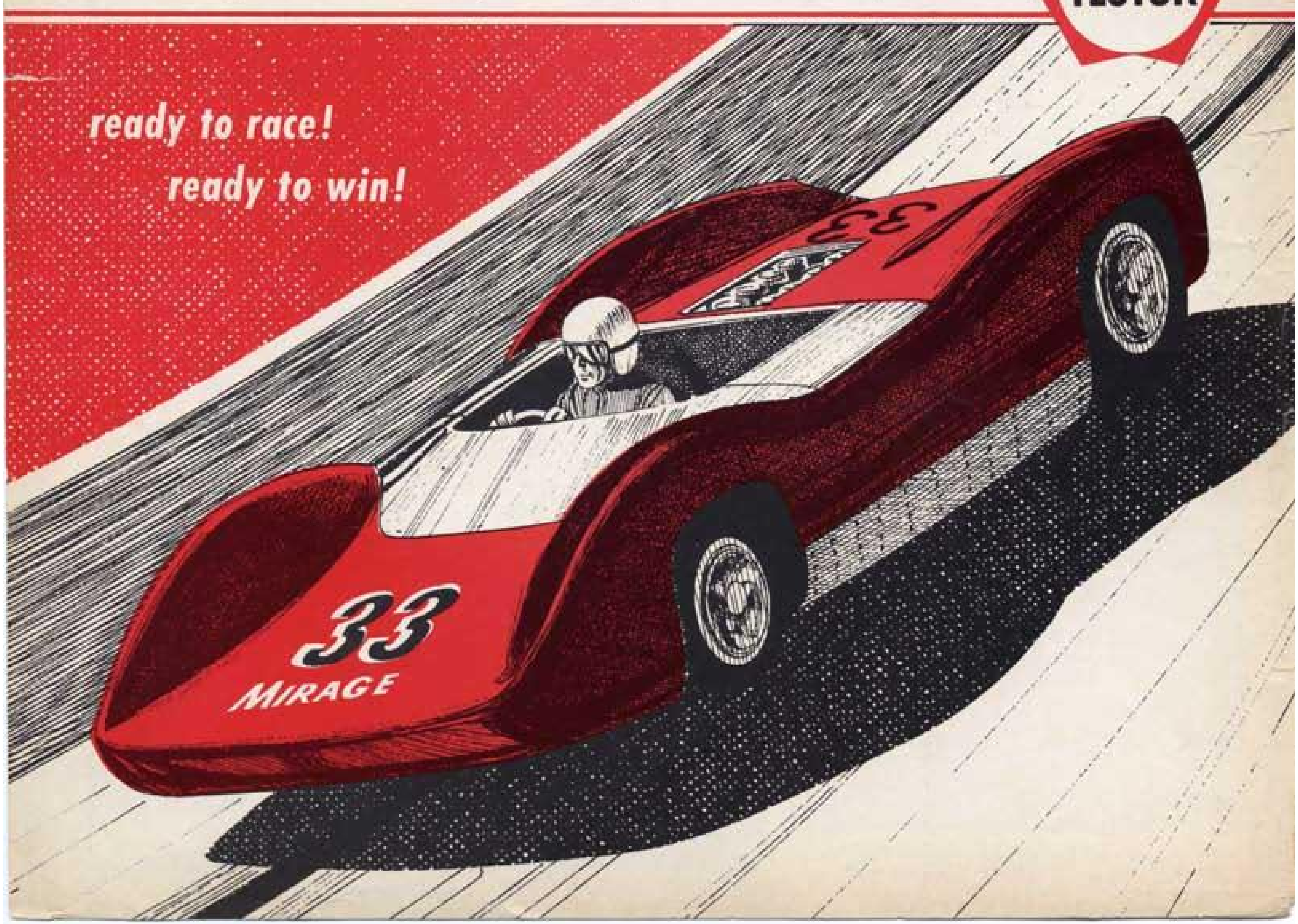
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DELTA MAGAZINES, INC.

Volume 4, Number 12 **December, 1966**

ON THE COVER — And now, Little Reader, having been really turned on by our Christmas morning-type scene, and the sample of the groovis '67 statics, instead of dreamin' and droolin' over the stuff you're going to get from St. Nick . . . how about remembering us for a change! Share with the less fortunate! Subscribe to MCS!!

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1203 CLASSIC TORONADO KIT 1/24	5.98	4.78
3307-1 CLASSIC COPPER BRAID	.19 Pr.	.10 Pr.
5509 CLASSIC FLANGED BALL BEARING 1/8 ID x 1/4 OD	3.50 Pr.	2.50 Pr.
KIRKWOOD CUSTOM MADE CHASSIS FOR RUSSKIT 23, CLASSIC 160, HEMI 300	3.50	2.80

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SPECIAL #2 Super competition kit. Includes super comp. chassis; "YC tires" glued to Russkit wheels; 2 Mille Miglia axles; front wheels & tires; flag (Russkit, Classic, Carbon, Revell Dyn. 1/8" post); Russkit 23" motor 6V DC 35,000 motor; gear set (choice of 3.2-1, 3.6-1, 4.2-1, 4.6-1 Cox alloy axle gear; Russkit-McClaren body & spoiler material and misc. hardware (screws, axle, nuts and mounting pcs.) $14.50*

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SPECIAL #4 Same as #2 fully assembled, ready to race. YOUR PRICE $20.00*

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*YOUR 20% HAS BEEN DEDUCTED.

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RACING CAR 1/32 KITS	LIST	YOU PAY
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15000 CHEETAH	7.98	6.38
9300 BRM	7.98	6.38
RACING CAR 1/32 READY TO RACE		
9920 FORD GT	$9.98	$7.98
1520 CHEETAH	9.98	7.98
9320 BRM	9.98	7.98
RACING CAR 1/24 KITS		
9400 FERRARI	$7.98	$6.38
9800 FORD GT	8.98	7.18
13000 LOTUS 40	8.98	7.18
19000 CHAPARRAL 20	9.98	7.98
1/24 READY TO RACE		
9420 FERRARI	$9.98	$7.98
9820 FORD GT	12.98	10.38
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4800 LA CUCARACHA	12.98	10.38

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R 3902 FORD GT 40 COUPE
R 3903 LOTUS 30
R 3904 GENIE FORD $12.95 ea. YOU PAY $10.36

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R 3196 LOTUS 30
R 3197 GENIE FORD
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1/32 R3110 COOPER COBRA
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LYNX #1660 $3.98 KIT YOU PAY $3.18

By ATLAS	LIST	YOU PAY
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1662 LOTUS 30	$4.98 ea.	$3.98
1663 ALFA ROMEO		
1653 BRM	$6.98	$5.58
1652 COOPER	6.98	5.58
1651 LOLA T-70	9.98	7.98
1650 FERRARI 330/P2	9.98	7.98
READY TO RACE		
1626 BRM		
1625 COOPER	$8.98 ea.	7.18
1575 PORSCHE 904		
1576 FORD GT		
1577 FI GP FERRARI		
1578 FI GP BRABHAM	$6.98 ea.	5.58
MUSTANG 2 + 2 READY TO RACE		
1/32 3253	$7.98	$6.36

READY TO RACE



1/32 3251 FORD GT
1/32 3252 PONTIAC GTO
1/32 3253 MUSTANG 2 + 2
1/32 3254 CORVAIR COBRA
1/32 3255 BARRACUDA
1/32 3256 CHAPARRAL
1/32 3257 COBRA GT
1/32 3258 COMET EXTERMINATOR
$7.95 EACH YOU PAY $6.36

9201 FORD GT



1/32 9201 FORD GT
1/32 9202 LOTUS 30
1/32 9203 MC KEE
1/32 9204 CHEVETTE
KITS $6.98 EACH YOU PAY $5.58

1/24 9301 MC LAREN ELVA
1/24 9302 HUSSEIN
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CM 460 3-Volt Motor	3.00	2.40
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	LIST	YOU PAY
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4400 VIPER w/CM 360	11.95	9.56
5500 ASP w/ball bearings w/CM 160	14.95	11.76
1108 ASTRO V w/CM 360	12.00	9.60
COMPETITION RACING KITS 1/24		
5600 ASTRO V	$8.98	$7.18
5900 BATMOBILE	13.95	11.16

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502 For Wilson 876-13, 877-1, 890-13, Globe SS91	1.98	1.58
503 For Pittman 704, 705, 706; Ram 222, 426 & 426A	1.98	1.58
504 For Pittman 196; Tyco 901 & 902	1.58	1.27
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508 For Tradeship MK-70	1.98	1.58
509 For Pittman 60-70; Revell 66-77	1.98	1.58
510 For Revell SP80, Classic CM 160, COX TTX 150	1.98	1.58
511 For Revell SP90, Classic CM 360, COX TTX 250	1.98	1.58
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COX TTX250 (Sidewinder)	1.98	1.58
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TTX150	12T 12	2.98	2.38
COX TTX50	8T 12	2.75	2.20
COX TTX250	16T 12	3.98	3.19
CLASSIC CM150	9	$2.95	$2.36
CLASSIC CM160	9	2.95	2.36
CLASSIC CM250	9	3.95	3.16
CLASSIC CM370	8	3.95	3.16
GAR-VIC	16T 9	3.95	3.16
GAR-VIC	10 & 12T 9	3.95	3.16
MPC COMPETITION		$6.95	$5.56
MPC DYN-O-CAN		4.95	3.96
PITTMAN DC 196		$4.50	$3.60
PITTMAN DC65X		5.95	4.76
REVELL RED STREAK		$3.98	$3.18
REVELL FIRE BALL		2.98	2.38
REVELL SP90		3.98	3.18
REVELL SP80		$2.98	$2.38
REVELL SP40		$2.75	$2.20
REVELL SP910X		2.50	2.00
REVELL SP500		2.50	2.00
REVELL SP600		3.98	3.19
RUSSKIT 23	6	$2.98	$2.38
RUSSKIT 24	9	3.50	2.80
RUSSKIT 34	12	3.98	3.18

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1851 Jumbo Rear Wheel 1:24 wide, O.D.	.79 Pr	.63
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1962 Micro-Cell 1:24 wide, 13/16" O.D.	1.39 Pr	1.11
1963 Special Micro-Cell Rear 1:24 wide, O.D.	1.39 Pr	1.11

CONTROLLERS

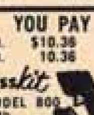
	LIST	YOU PAY
5700 CLASSIC DUAL CONTROLLER 1, 15 & 25 Ohm	$12.95 ea.	$10.36
5800 CLASSIC DUAL CONTROLLER 11, 8 & 15 Ohm	12.95 ea.	10.36



COX 25 OHM MARK 3 CONTROLLER $6.95 YOU PAY $5.56
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4550 COX MARK 7 $14.98 YOU PAY $11.98



Revell De Luxe CONTROLLER $7.95
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MODEL MAIL

LOOKING FOR A RACE!

I am the President of Haven Association of Model Auto Racing (HAMAR), a club located on the north side of this great old "Windy City." We have been in existence since November, 1965, and have advanced to the point where we'd like to increase our scope of racing.

Would it be possible to obtain a listing of other clubs in our area? We have openings for membership in our club also. There must be plenty of people who would like to take advantage of the spectacular racing offered by a private club. Any person interested can contact me at home in the evenings.

Thank you very much. We really appreciate any help you may give us. You've got a great mag!

Chuck Kress
5946 Hermitage
Chicago, Ill. 60626

Unfortunately Chuck didn't include his phone number, but we have printed his full address. Here's your chance to get in on the competition, Chicago-land fans!

ORDER THOSE BACK ISSUES

In the May, 1965 issue, there was an article on scenery building for the "H.O. Super Circuit" you were building then. Somehow I missed this issue, and didn't find out about this informative article until a few days ago. How can I go about obtaining that issue?

Don Mazzi
5355 Manila Ave.
Oakland, Calif. 94618

Easy, Don! Just drop us a note, with 50 cents to cover postage and handling, telling us what issue you want. It is possible we may be sold out. If not, we'll ship one right out to you. Send to "Back Issue Dept.," Delta Magazines, 131 South Barrington Place, West Los Angeles 49, Calif. 90049.

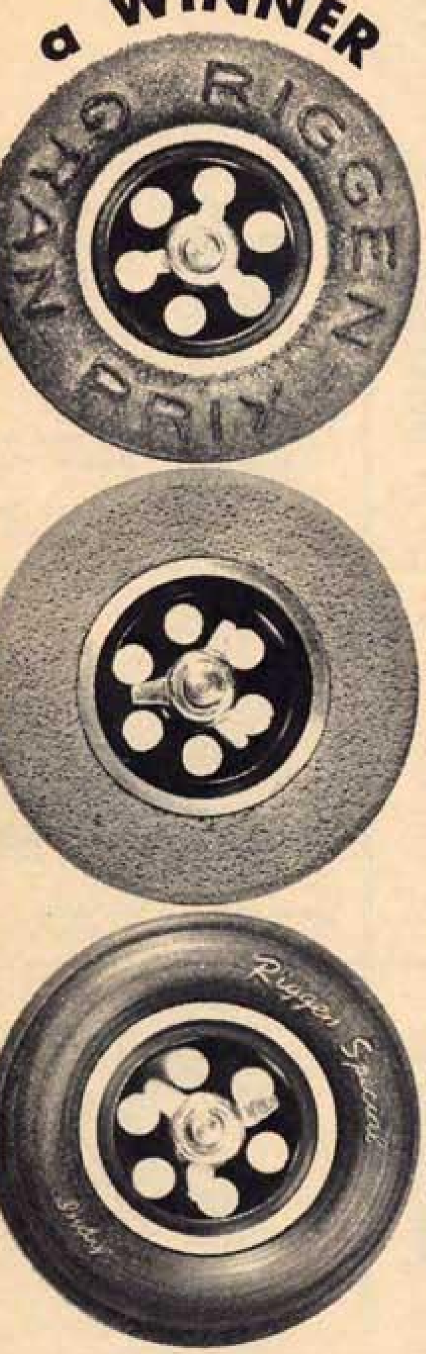
STAY ON THE TRACK!

I've got a car that goes real well, but just won't stay on the track in the curves. What could be wrong?

Joe Rivera
San Jose, Calif.

It could be any number of things, Joe. First thing, though, check to be sure the guide shoe is as far into the track slot as far as it will go, without dragging. If it isn't, place plastic spacers over the guide shoe shank, so they rest between the shoe and the bottom of the frame. Also, be certain all four

Continued on page 8



Continued from page 6

wheels touch and roll. The car shouldn't "rock" when you push down on any corner. If it does, chances are the frame is bent. Simply gently twist it with your hands until all four wheels set solidly on the track.

Your pickup brushes may be too stiff too, and may be holding that guide shoe up out of the slot. Replace them with the most flexible brushes you can find, and keep them folded up tight against the bottom of the guide shoe. The ends should be "frayed" loose with an X-Acto knife, so all strands are unravelled. This will get more contact area on the track conductors.

HOME TRACK IN 1/24TH

I'd like some information on 1/24 scale home tracks. I've looked at a lot of sets in stores, but they all seem to be for 1/32 scale. When I run my 1/24 car on these narrow layouts, the rear wheels drop right off the edge.

Could you give me the names of a few companies that make 1/24 scale sets?

Greg Braswell
Goldsboro, N.C.

Sure, Greg. Revell makes a lot of accessories for their tracks, to allow both 1/32 and 1/24 scale racing. Get the dope from them by writing to Revell, Inc., 4223 Glencoe Ave., Venice, Calif. 90292. Monogram Models offers tracks for both scales also. For information on Monogram equipment, write to "The Public Relations Board, 75 E. Wacker Drive, Chicago, Ill., or 310 Madison Ave., New York City, N.Y. Last but not least, Atlas Tool Co., Inc., 378 Florence Ave., Hillside, N.J., offers tracks and accessories for 1/32 and 1/24 racing, and you can get information directly from them.

CARS AND CAMERAS

How far away from my model should I stand, in order to get a good clear snapshot for your model car contest?

Arthur Evans
Grand Rapids, Mich.

It depends to a great extent on what kind of camera you are using, Arthur. Most conventional cameras won't focus closer than 36", so you'll have to get at least three feet away, and of course, unless you have the photo "blown up" (enlarged) and "cropped" (eliminating a lot of the "fringe" area around the main attraction, which in this case is the car) by a professional photographer, you won't see too much! You might check at your local photo store, to see how much they would charge you to enlarge and crop one photo.

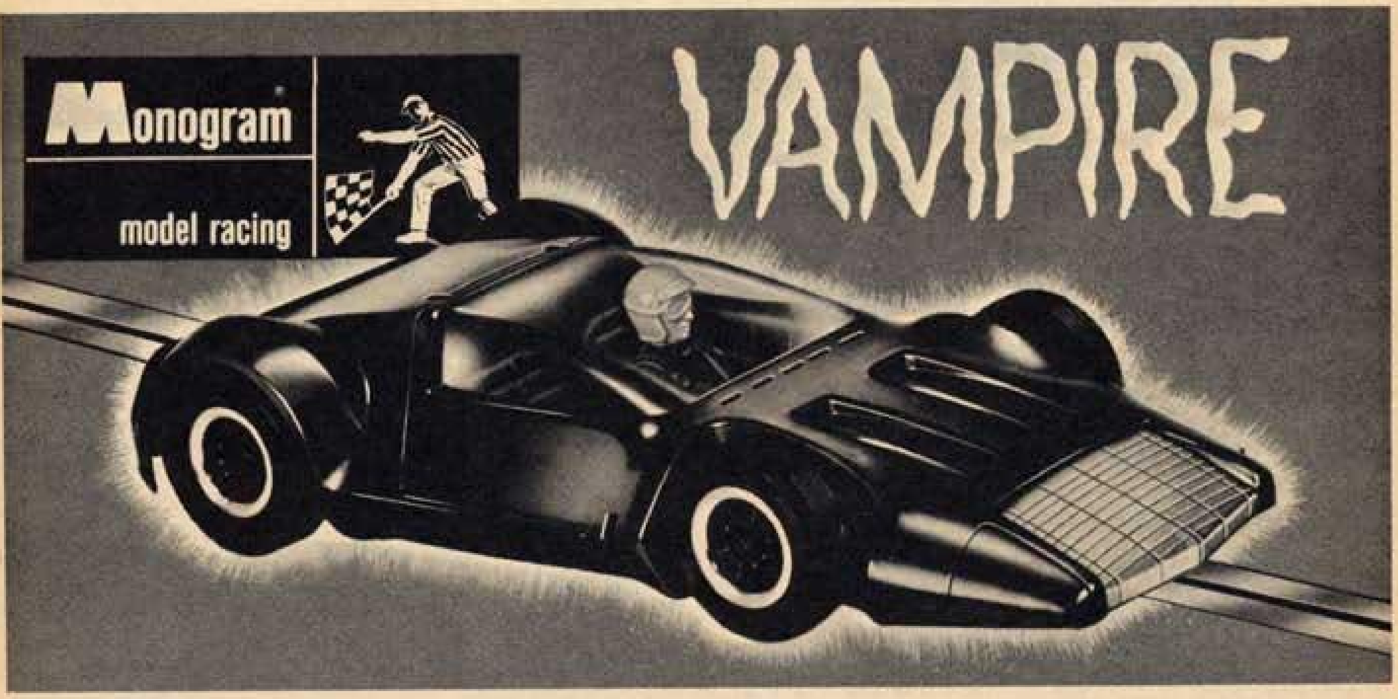
A few tips. Do not shoot a picture of the car in direct sunlight. What you want is "open shade" which is to say a place where it is bright, but shady, and out of the sun. Hold your camera steady, and squeeze the shot off. You'll be amazed how good they'll look!

Continued on page 10





10 reasons why the VAMPIRE is the year's most sensational winner!



New Ready-to-Run 1/24 Scale Racer That's Totally Different and Better

1. New aero-dynamic body design. Sloped front helps hold car on track. Brilliant candy colored, no-chip paint job. Choice of moonglow yellow or blood red. Aluminum finish grille.
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Slot Racing Catalog — 25c

Shows Cars, Bodies, Parts, etc. in Colors

24-page slick paper book. Pictures and describes 35 most famous cars, chassis, bodies, motors, tires and other parts. Mail coupon with 25 cents. No stamps please.

Mail to: Monogram Models, Inc. Dept. AC Morton Grove, Illinois.

Send at once, Model Car Racing, 1966-7 Slot Racing Catalog. Enclosed is 25¢ to cover postage and handling.

Name ________________

Address ________________

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Continued from page 8

HE AGREES WITH SPEEDY

I just finished reading your Sept. 1966 issue, about the need for a nationally unified racing organization, with a complete set of rules to govern slot racing. Somebody better hop to it before our sport goes to pieces!

As for this New York City problem, I think slot racing is as decent as baseball! If the NYC centers get stomped out, other cities could lose their centers too, so it's just common sense to back them to the hilt!

Bill Shaw
Galesburg, Kans.

Help is on the way, Bill! See below!

H.I.A. TO THE RESCUE!

The Sept. 1966 issue of MCS mentions the proposed New York City zoning legislation, affecting model car racing centers. I thought you would be interested in knowing that your readers have responded to the article, bylined by "Speedy Gonzales," and that to a man they are critical of this proposed legislation.

The Model Car Racing Division, and HIAA (Hobby Industries Association of America) are well represented by a most capable attorney, and it is our intent to successfully conclude the matter in behalf of the Model Car Racing Division.

We do appreciate the comments received from your readers, and they will be in the hands of our attorney should the need for them arise.

Walter W. Caddell
Executive Director
Hobby Industry Assn. of America, Inc.

Many thanks, Mr. Caddell, and thanks to the readers too, for backing good old Speedy and slot racing once more!



DYNAMIC NEWS

THE WORD FROM DYNAMIC MODELS . . . WORLD LEADER IN MODEL RACE CAR ACCESSORIES

Vol. 2, No. 12 — Van Nuys, California — December, 1966

New From Mabuchi...And Dynamic's Got It!



The "Mad Hornet"

A Brand New Ball Bearing "In-Between" Size Motor

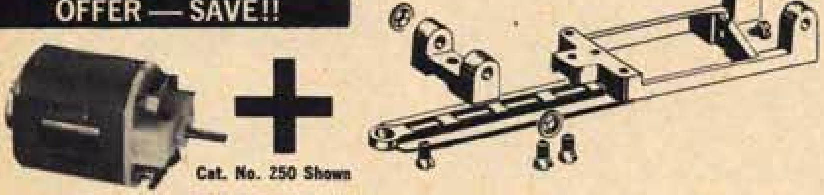
- High Power to Weight Ratio
- Exceptional Braking Action
- Very Low Profile
- Terrific High Torque
- Short Length

Compactly designed to fit right in-between the large and medium Mabuchi motors, the "Mad Hornet" is a sensational buy—offering more motor per ounce than any other stock motor available. It is exceptionally stable and assures the modeler top performance right from the first time you race. The compact size makes it adaptable for use on either in-line or sidewinder chassis. **The "Mad Hornet" makes a great addition to any racing "stable". Get yours now!!**

BALL BEARING MABUCHI Cat. No. 204 $3.00 ea.

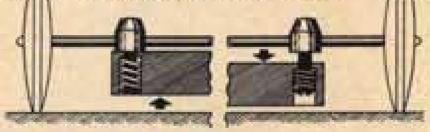
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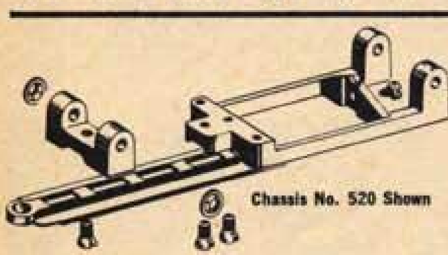
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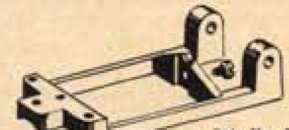
CHASSIS/MOTOR COMBINATION			SAVE
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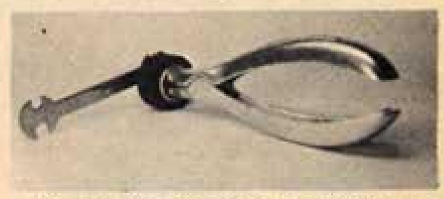
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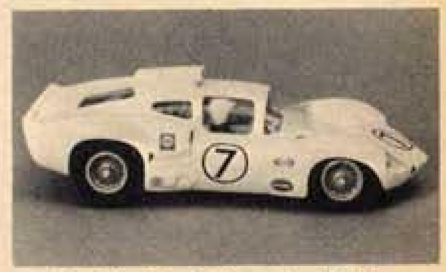
NEW TO SCALE



Don't twist a tire to tighten a wheel! And you don't have to with this new and **different** "Wheel Tite" cast aluminum plier from Tatone. Trued tires stay true; and wheels go a full turn tighter. You just slip the nonmarring jaws into the hub and twist the handle. The amount of torque you get is tremendous. For price and stores write: Tatone Products, 1275 Geneva Ave., Dept. MCS, San Francisco, Calif. 94112.



Go shelf or slot with AMT's new $1.50 McLaren-Elva body kit. As a static shelfer, it features a detailed-for-real chassis, fully-appointed cockpit and instrument panel, plus complete and authentic exterior body trim. To go racing, the kit has a tonneau cover, driver figure, and body-chassis mounts for easy assembly. Plus a chromed wheel wrench . . . a little gift from the boys in the back room at AMT.



Jim Hall's hairy new bird . . . the Chaparral 2-D . . . is hot from Cox in 1/24th scale. Full-detailed in and out, as only Cox can do it. Moves out with the big X-250 motor sitting sidewinder; and free-wheeling front axle and wheel assembly assures minimum drag in the turns. It's a real road-runner in a hurry. Priced cheap (for this kind of quality machinery) at a low $9.98.

WINNERS
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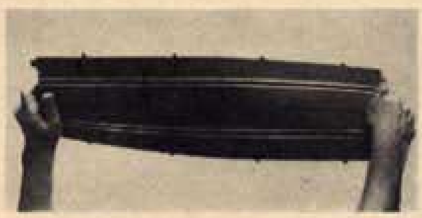


You can make a swift layout change. In minutes you can change the complete layout by adding new curves, lane changers, chicanes, over-passes and spin-out aprons. Go from 2-lane to 4-lane, and race either 1/32 or 1/24 scale cars. No sweat. Because all Revell components are interchangeable.



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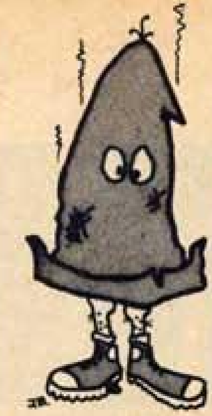


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Send 15c for Revell's catalog of Home Racing Sets, and/or 25c for a 52 page catalog of Revell plastic model kits, to: Revell, Inc., 4293 Glencoe Avenue, Venice, California.

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THE WORD from the PIT

By SPEEDY GONZALES
(Fastest Thumb in the West)

I had the pleasure of attending the gassiest race I have seen in many moons, a few nights ago. Ray Hoy stopped in L.A. and picked me up, on his 70-mile journey from his hideaway cave along the Pacific Ocean, to the Walnut Invitational Grand Prix, which was held at the home of Jim Andres, in Walnut, Calif. Ray belongs to a club of swinging Thumbs that has five home tracks in all. The entire five layouts are run as a seasonal "circuit," and all races are team events. They dig mostly 1/32 scale, but occasionally throw in a red-hot 1/24 event to keep their knuckles in shape.

A lot of scurrying could be observed after practice. Everyone was changing tires at once, it seemed; and the assembled field for the first event, a one-hour sports car bash, hardly resembled the practice cars at all!

The three teams entered were, team "A," George Siposs, Ray Hoy, and 12-year-old Tom Bray. Team "B" was Gene Putney, Bob Bray, and a lad whose name I've forgotten . . . Jim Bambrick, or something like that! Team "C" was Jim Andres, Mike Putney, who is also 12 years old, and Stan Vinoucer.

The one-hour Sports bash was very hairy for three quarters of an hour. It was won by team "A," Siposs, Hoy, and the extremely fast and smooth, Tom Bray. The winning car was Ray's red-hot Strombecker "Dino" Ferrari, slightly modified of course. It had a "Hemi 300" for power, driving through a Cox gear, a Revell guide shoe, Russkit tires on the front, mounted on Cox mag wheels, Cox soft spongies at the rear, and S-K-F ball bearings all the way around. This was the fastest Sports machine in 1/32 I have seen for a long time. Siposs holds the course record with this car now, at 6.0 seconds.

The second race was a real fun affair, for 1/24 Monogram midgets. These cars still amaze me. The only modification to any of the cars was the addition of a Cox gear in place of the stock Monogram apparatus. Lap times hovered around 6.5 for these splendid bombs, and the race was a smooth, fast affair

Continued on page 16

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MODEL PRODUCTS CORPORATION

126A GROESBECK HIGHWAY • MOUNT CLEMENS, MICHIGAN

Continued from page 14

from start to finish. The team of Siposs-Hoy-Bray pulled this one off also, with George's highly tuned "stock" midget, and it began to look like a grand slam, with just one event to go, the big deal of the night, for 1/32 GP machinery.

The GP race lasted for an hour and a half, and it was frightening! Monogram cars dominated the field. All cars sported Cox gears and rear soft spongies.

Half way through the GP, with all three cars running like they were connected together, and a lot of "wheels-within wheels," heart-stopping running going on, Bob Bray, who was corner-marshalling on turn three, accidentally spilled an entire bottle of tire goop on the straight leading out of turn two. Just about that time all three cars arrived on the scene with their drivers wide-eyed and sideways. The shower of cars that sprayed turn three's illustrious corner marshal was a sight to behold. Have you ever seen a corner marshal grinning from ear to ear? When you have a Monogram GP caught crossways in your mouth, you *have* to grin!

By the time the slop was finally removed, Siposs had pulled out a slight lead, and handed over to Hoy. Ray was getting into the swing of things now, and obviously had his eye on that grand slam. Siposs, frightened by the way the GP machine (his pride and joy) was flying around the course, kept holding out "E-Z" signals, and bellowing "Piano, Piano," with accompanying Italian-like gestures. But that ex-midwest roadrunner was in his own little dream world by this time. Jim Andres turned a 6.0, and Ray responded with a 5.9 on the next lap. Andres picked up the challenge by turning an identical 5.9. Two laps later Ray settled this nonsense once and for all with a blistering 5.7, which stood at the end of the night as an absolute lap record.

The final driving chore found Ray handing over to 12-year-old Tom Bray, with the lap counter reading even-up! A grim job for this young driver. He, along with team "B" driver, Gene Putney, and Mike Putney, the 12-year-old hot-shoe for team "C," went flat-out for eight minutes. With two minutes to go, all cars were neck and neck, and team members could be seen standing around the track first on one foot, then the other! Disaster struck for team "A" at this, and the flying Lotus driven by young Tom Bray began to run erratically. I swear, it was at this time that I just *know* I saw a 1/32 Colin Chapman pacing nervously up and down the pits! Well, races do funny things to a guy!

At any rate, team "A" lost seven laps, repairing a broken pickup wire. The race was won handily by team "C," Jim Andress, Mike Putney, and Stan Vinoucer.

BUILD THE



A KOMPETITION KUSTOM DESIGNED BY THE ORIGINAL, ONLY, ONE-OF-A-KIND, GEORGE BARRIS, HIMSELF!!

By RICK HOLTZMAN

If you've seen the recent racing epic (?), "The Fireball 500," starring Frankie Avalon, Fabian, and the immortal Annette Funicello, you may have noticed that the real attraction is a wild custom Barracuda. This sleek, sano, high-perform machine had started out as a stock '66 'Cuda, but was wildly reworked for the flick by George Barris, the once-and-future king of kustomizing.

George based his "SSXR" (Super Styling Experimental Roadster) design on a radical change to the body profile, involving mainly the roof-rear deck area and the nose section. The result is a competition-conscious car that will send any challenge-happy modeler running for his body putty. So, if you're not one to wait for a Fireball kit (upcoming from AMT in early January), grab your tools and a '66 Barracuda and we'll work up the world's wildest fish right now.

As you can gather from the photos, the roof and rear deck are cut away. This area is filled with plastic sheeting. The dual cowl cockpits are also formed from sheeting cut to fit. Still more plastic sheeting is needed for the four rear deck fins that extend from the custom headrests. The special nose job can be copied with putty or (as shown) with a Corvair front end.

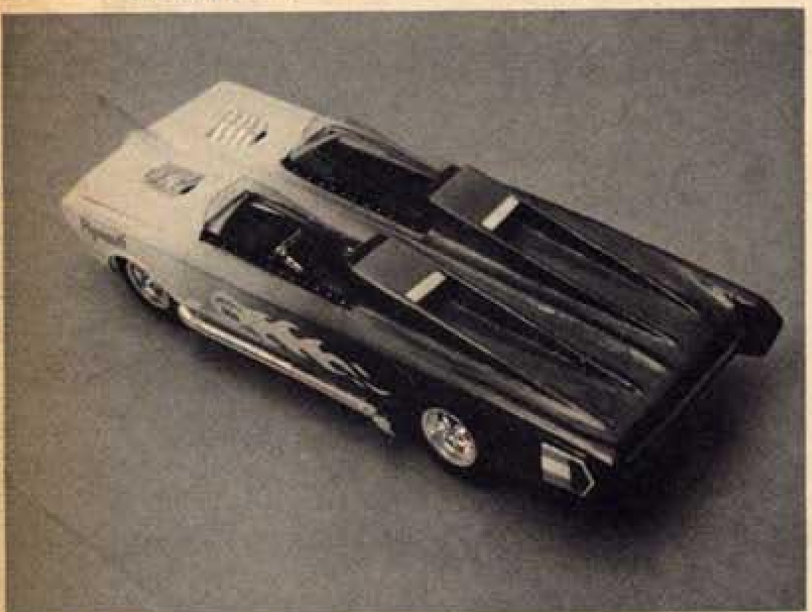
Many of the exterior detailing features are rather difficult to match perfectly, but there are a few random hints. The windscreens can be cut from clear plastic sheeting, such as used for wallet photo holders. The hood stacks and side exhausts can be shaped from 3/32 aluminum tubing. As for the wheels, they're a problem; nothing matches, but try a '66 Riviera or '65 Mustang kit. Finally, the finish runs (wildly!) from white up front, to kandy gold fog at the door edge, to tangerine on the door, and to kandy red on the rear side panels blending into burgundy on the rear. The paint job alone should keep you busy for quite awhile. But the Fireball's worth the effort. So, have a go at it.



The Kustom King himself, George The Only, sits in his latest creation, a completely restyled custom Baracuda for the Fireball 500 flick.



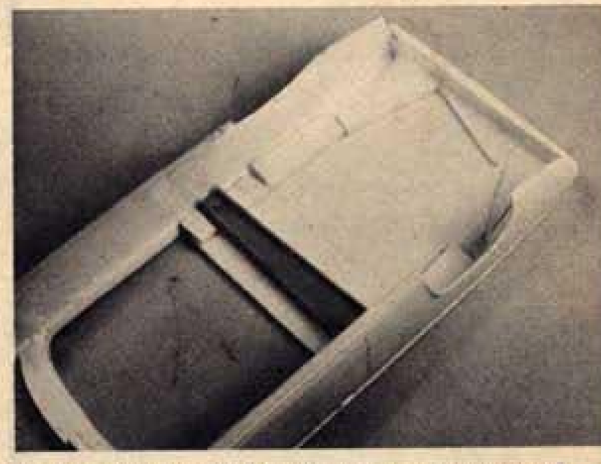
The MCS 1:24 scale version sports a Corvair nose (which is kinda close!) fashioned with a grille of 1/16 inch tubes.



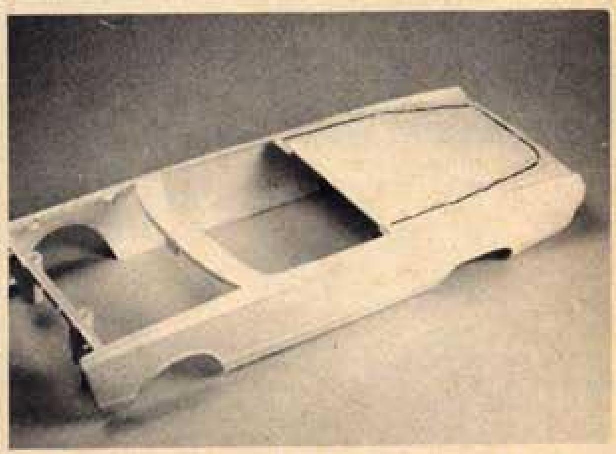
The wildnik paint job stays gleaming white to the front door lines, then slowly fades to burgandy at the rear.



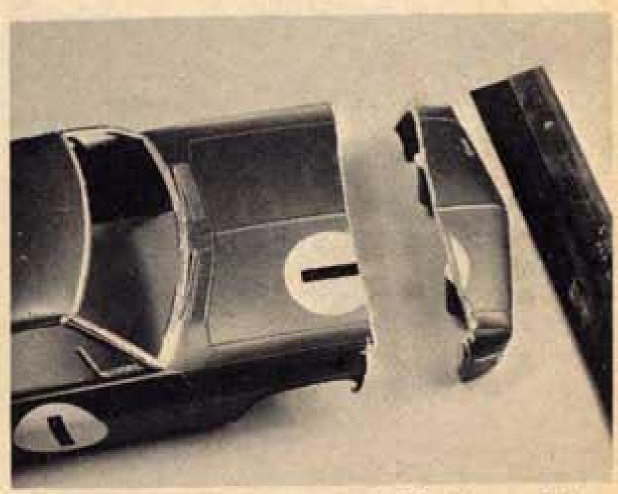
Photos by Chris Chan and Barris Kustom City.



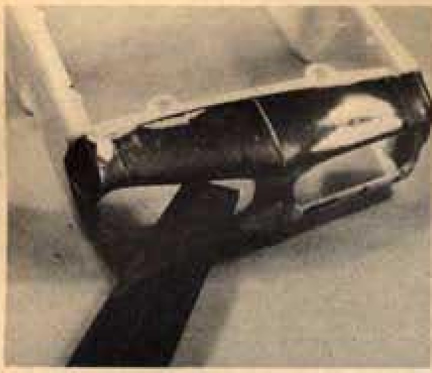
Sheet styrene was used to fill up the vast wasteland where the fastback once rested. Braces are anything, from scrap plastic to a Picnic spoon.



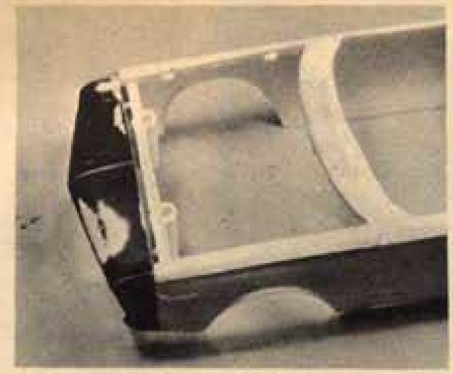
AMT body putty was used to fill in any vacant areas on top, and then sanded smooth with 500 grit sandpaper.



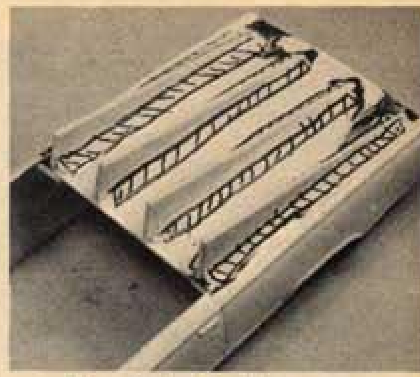
A decaying old '65 Corvair supplied the front end for our Baracuda; but you could shape it with a heap of putty.



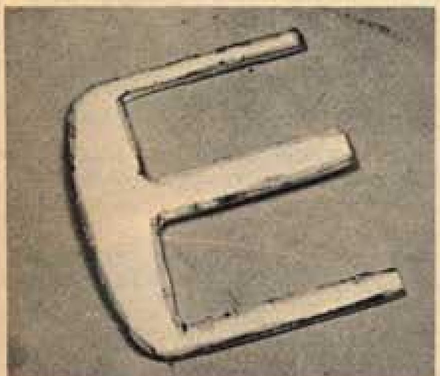
The grille opening was enlarged with a small flat file. Build up the center wedge with putty.



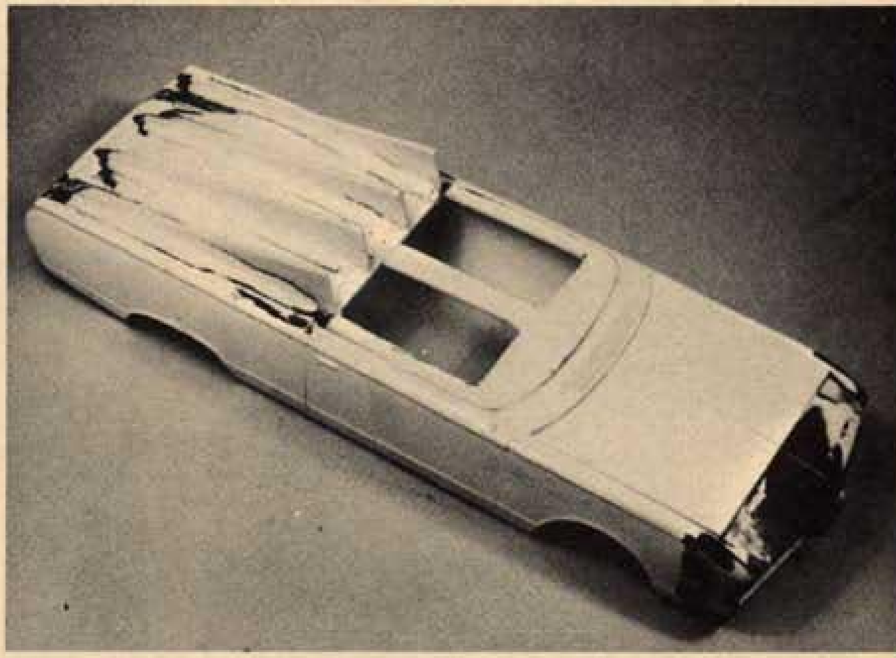
If nothing else don't forget to remove the Corvair nameplate and trim the fenders flush. The fit was so good that little putty was required.



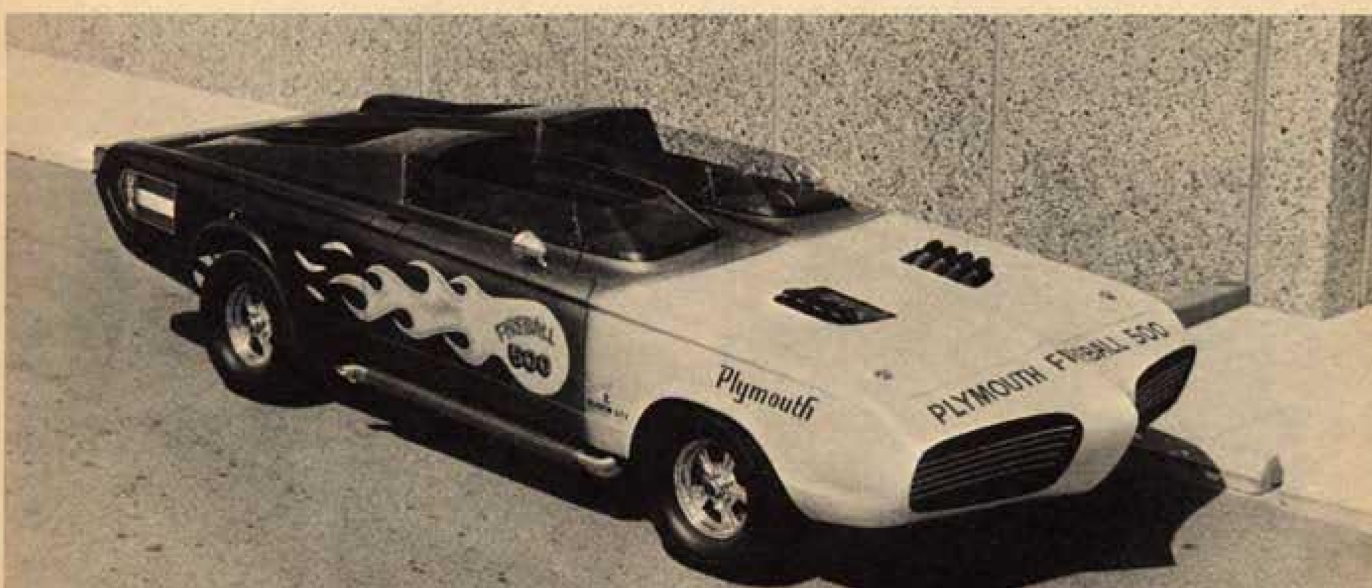
The sloping headrests gave us an excellent reason to use up all the remaining sheet styrene. Flow putty all over the marked area.



The tonneaucover is also sheet styrene; open for quick getaways with a jeweler's saw.



Now whip out your sandpaper and wail on everything you see. I just sprayed the whole thing flat black and didn't stop till it was all gone.



The Fireball 500 features a Dr. Barris nose job and a pair of wild headrests! Power (Plenty!!) comes from a Hemi 426.

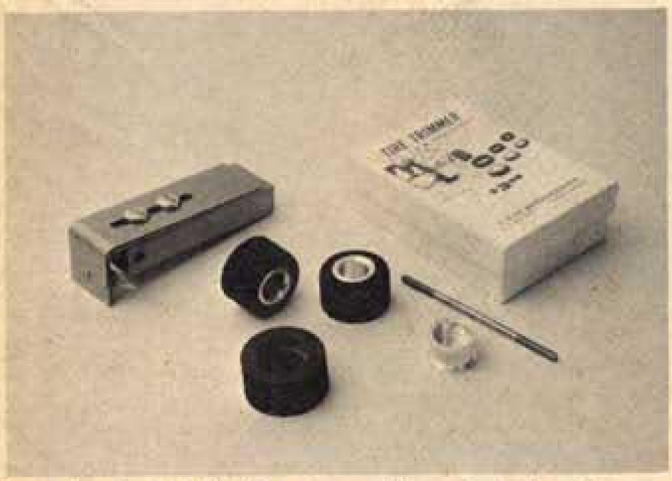
The Cut-Rate Tire Cutter Thingie...

OR, HOW TO TRIM YOUR DOUGHNUTS WITHOUT STABBING YOUR WALLET

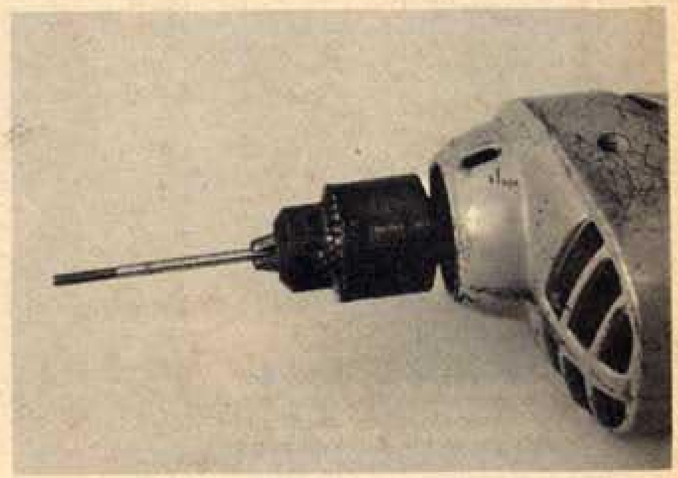
By CHRIS CHAN

Suffer no more, fans of the Great Foamie! Now you can cut your own tires and the high price of racing with the same blow. If you've been shelling out up to three bucks for a pair of mounted treads, or even fifty cents to have the local raceway do it for you, V&M has something you need. For just $3.98 you can slice your own doughnuts on any rims you want, for half the price and twice the convenience. All you need is an electric drill, a three inch axle, and the V&M Tire Trimmer and you're in business.

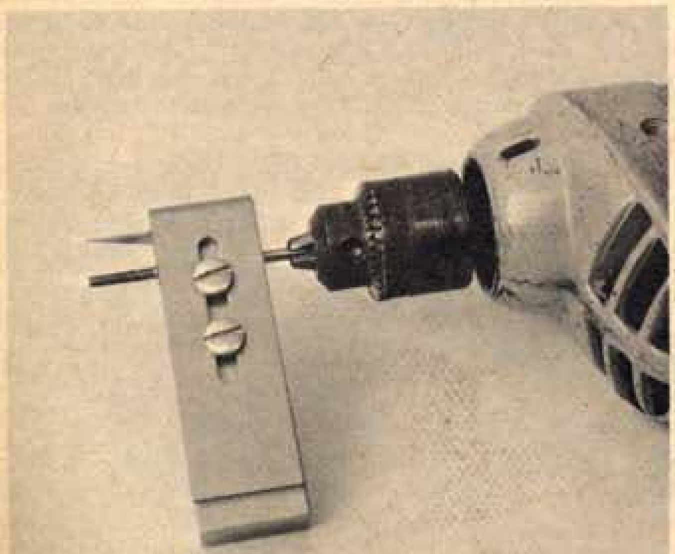
For the best results simply set the drill up in a vise, chuck the axle into the drill, slip the cutter over the axle, and oil the assembly. A Cox axle thrust nut keeps the wheel concentric for precision trimming. Firmly mount the tires on your wheels with contact cement or "green goo" and tighten one of them onto the shaft. After waiting for proper drying, slowly push the blade into the tire, remove the excess ring, and sandpaper the rough edges round. Easy, huh!!



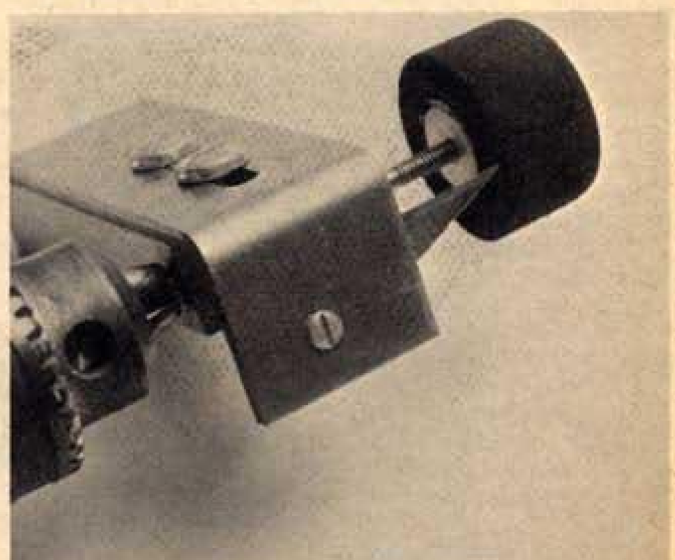
So you're tired of shelling out a medium sized slice of green for the services of the local tire trimmer. OK, here's what you need to go in business for your lonesome.



Just take any hand (and in this case, scuzy) hand drill, and insert an axle. It should be straight and at least 2¾" long. Add a drop of oil to the axle.



Slip the V & M Tire Cutter (3.98 Cheap!!) over the axle with blade pointing away from drill. Adjust to proper diameter, keeping blade parallel to axle. Tighten screws.



Glue tire to be trimmed on a wheel, and mount on the axle with a jam nut. Start drill and ease the blade into the spinning tire. Smooth up the job with a final sanding.



The Flexible Flyer

BY CHRIS CHAN

With any and all kidding, exaggeration, and overblown statements aside, here's how to build a track machine that's absolutely guaranteed to win. We know, 'cause we've tried it several times and just can't seem to lose!

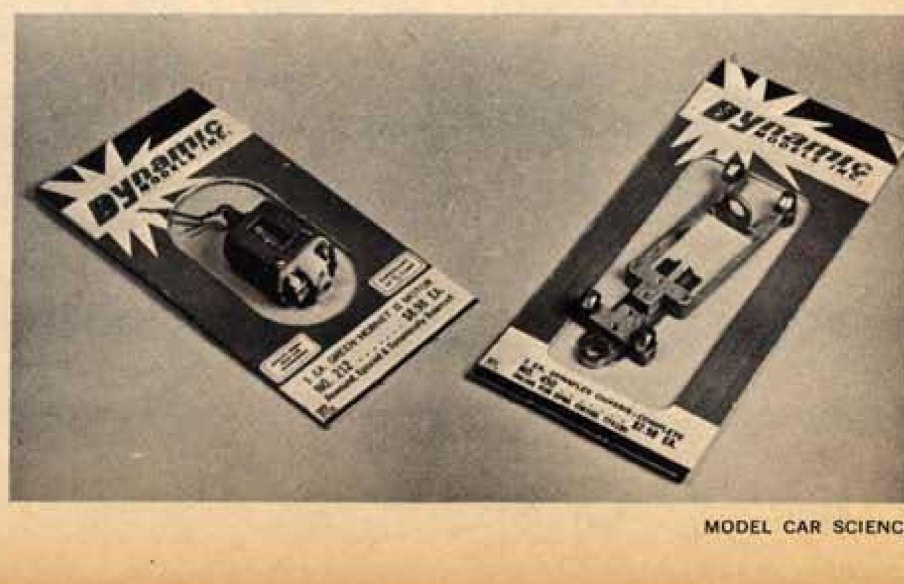
When the dust settled over Revell's Grand Prix of Champions one car had clearly stomped the best in the West Coast slot scene. Jerry Cowan's Dyna-flex framed Ferrari out-hauled every other pro-type racer in sight (Team Russkit, Team BZ, Riggen's, Model Car Science, Team Cox, et al) by at least a half of a second per lap. More interestingly, though, is that outside of a torque-happy Hemi and some minor hardware all of the components were stock, over-the-counter Dynamic parts.

Dyna-flex? Sprung front and rear axles? Over-the-counter? Impossible! It couldn't work.

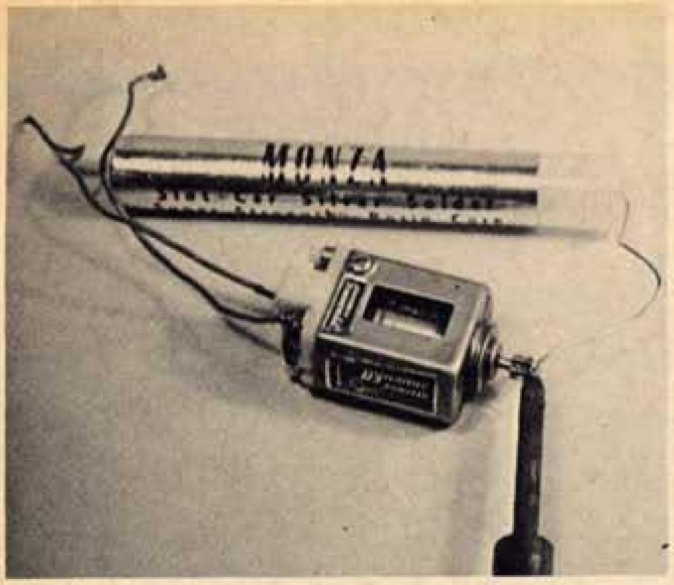
Well slot fans, IT DOES WORK. The latest innovation in slot racing has proved itself in many a race to be as fast as or faster than anything you can scratch-build, AND you can construct the whole rig in minutes with just a wrench and a screwdriver.

At first glance any dyed-in-wool enthusiast can find dozens of excuses for not using the revolutionary Dyna-flex frame. It weighs too much. It can't be soldered to directly. The gears could not possibly mesh with the rear axle swiveling all over the place. It just won't work, he repeats, until someone with one shows him what the fastest way is 'round the turns. Now is the time to build a "flexible flyer."

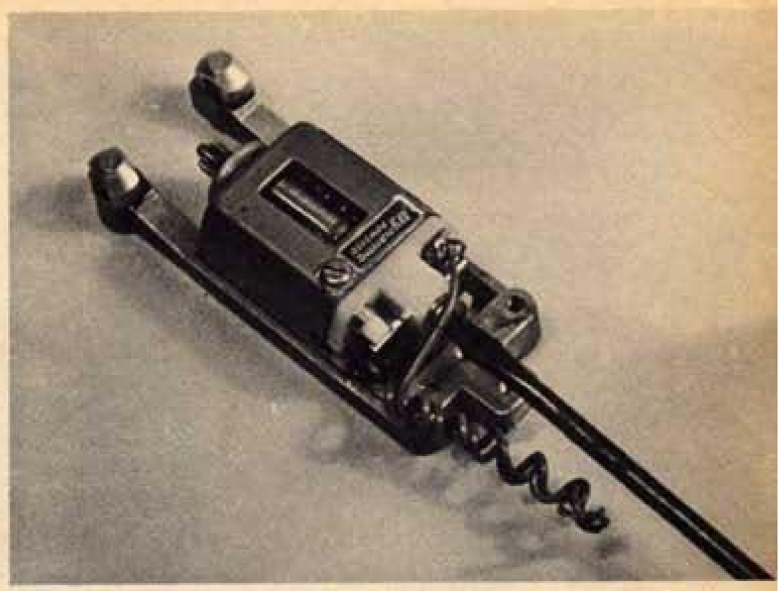
Flip out to the local Dynamic parts center and pick out the following items; a No. 450 Dynaflex frame, a Green Hornet rewind II or similarly shaped motor, a 3/16" post guide flag, a hinged tongue, axles, Dynagrip rear foamies, and



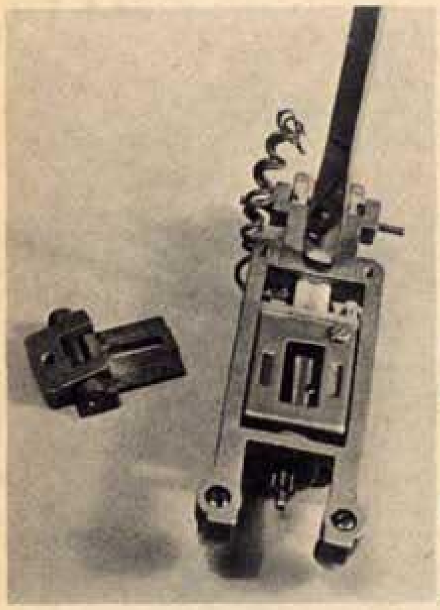
The basis for the fastest of the fast is the Dyna-flex frame and the Dynamic Green Hornet II. If you want the cat on the road this is a good place to start.



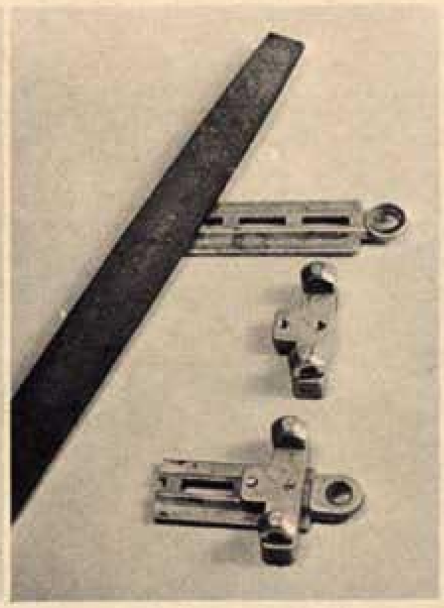
A CorBen 7 tooth brass pinion is part of the gear train. Carefully silver solder the gear on and keep the metal out of the teeth.



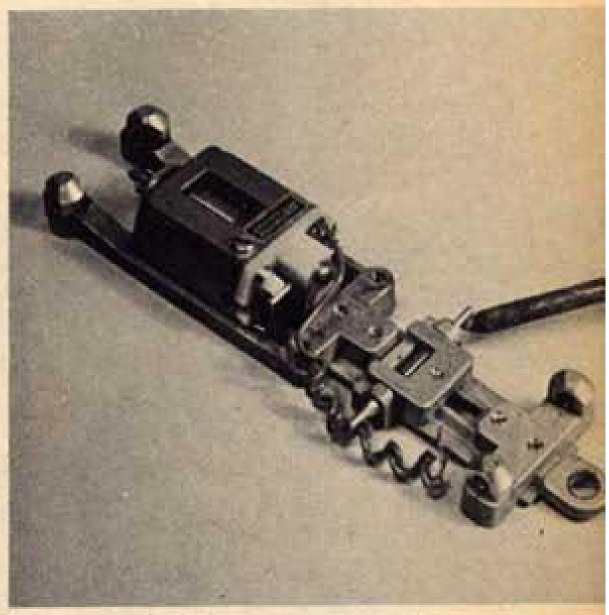
To slip in the Green Hornet II, a shoehorn would help: but stuffing the brass retaining ring in first is fine.



For maximum trackability, the super smooth Dynamic hinged front end was bolted on.

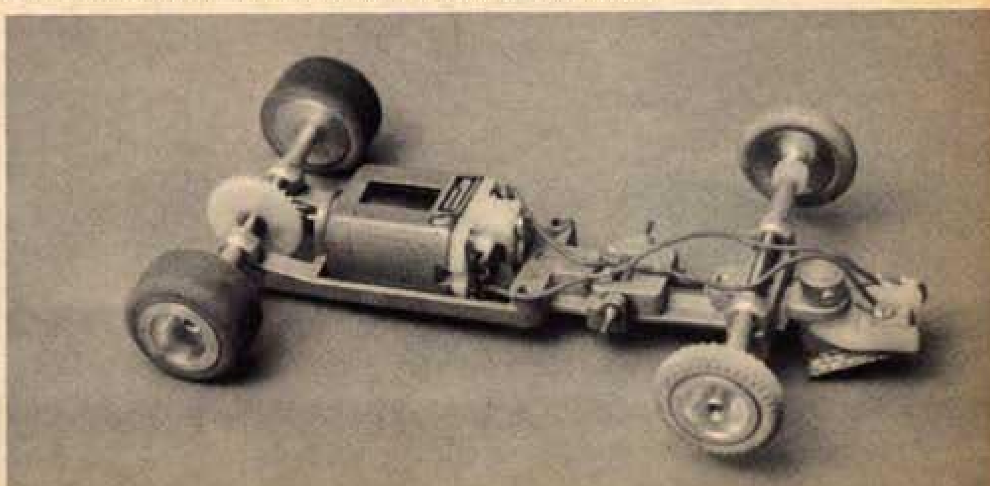


With the hinged front end, the tongue must be shortened up a bit to fit into the confines of the later model G.P. racers.



As the first body mount, a piece of 1/16" tubing is soldered into the hinge.

The completed chassis, ready-to-wail, is now ready for body.

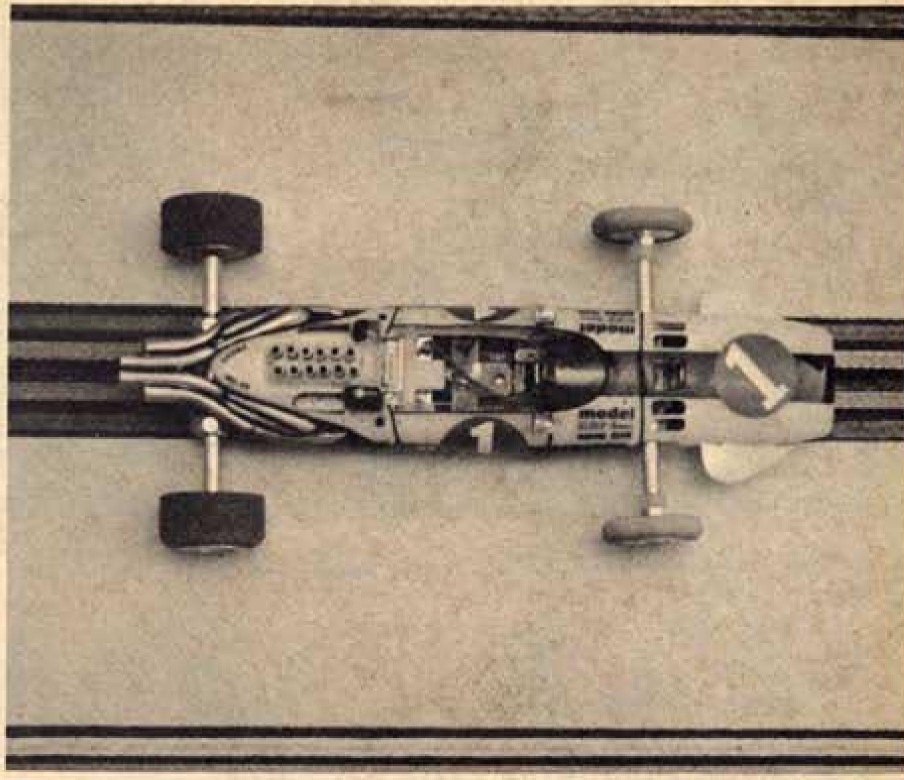


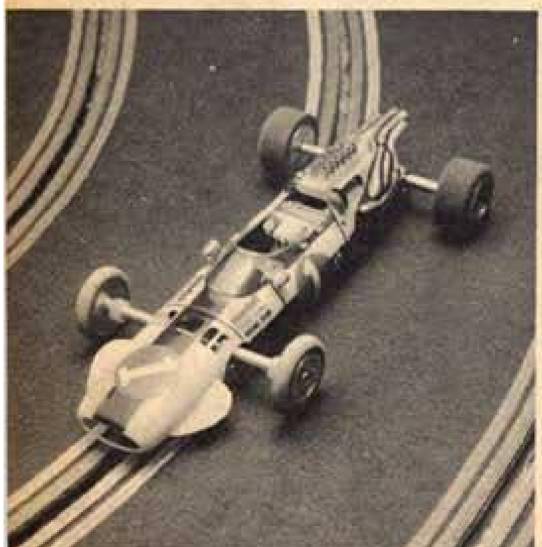
an adapter ring, if you're using a Hemi. Next whip over to the rest of the shop and scope some O-ring front tires, a 7-tooth Corben pinion, and a 31-tooth Cox cog.

The assembly is so simple that the Dynamic folks don't even pack instructions with most of the parts. The only hang-ups were in body mounting, which also isn't anything spectacular. For a sports or G.T. car the stock Dynamic component will suffice, but for the G.P. racer, pin mounts were chosen for ease and speed in modification. One piece of 1/16-inch tube was slipped into the pivot tube of the hinged tongue while another was soldered to a pair of brass screws in the provided holes just in front of the motor on the chassis.

Spread out to a full 3 inches and crouched low on the track, this Dynamic flyer is at its best on tracks with sweeping flat turns and can't be beat, except by another one.

Still awaiting the final touches, the Ferrari Bodied flexible flyer is out for practice on MCS' home test track.



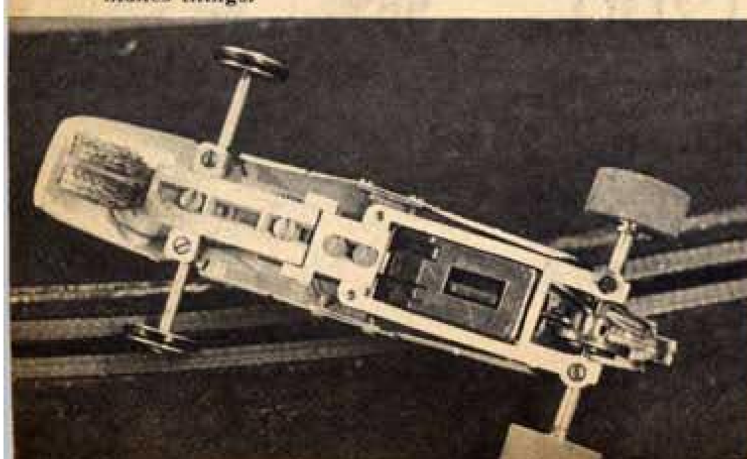


My aerodynamically inclined Fazzaz sports weird beards of sheet acetate to hold the nose to the ground.



Topside of the "Revell G.P. of Champions" winning car. Detail and body work is kept to a minimum.

The worm's eye view reveals Jerry Cowan's potent Hemi and gives you a good scope of how sanitary Dynamic makes things.



A protrait of a winner. Hand on ear, Jerry Cowan suffers the one problem of having the fastest car; he gets bored.

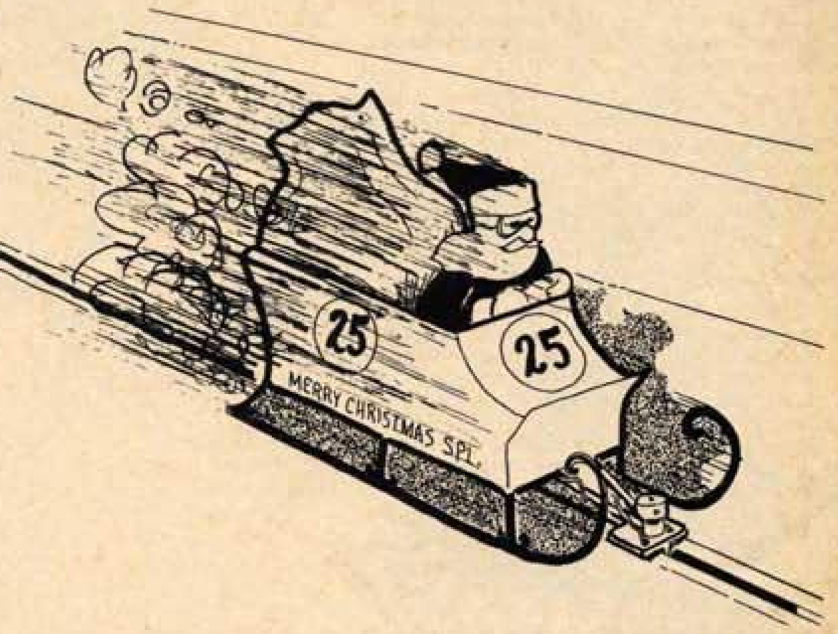


THE **MCS** CHRISTMAS LIST FOR 1966



CHRISTMAS LIST FOR '66

THE SCALE SHOPPERS' GUIDE TO THE BEST OF THE BETTER CARS, KITS, AND COMPONENTS THIS CHRISTMAS



December, 1966 is "the month of the Scale Shopper" for sure! To start off, AJ's (those Silicone people) offer you the greatest present a cold winter's Thumb could ask for — traction! Their new "Thermo-Press" "Speed Demons" combine the best characteristics of sponge, silicone, and urethane slicks, with none of their individual shortcomings. Available in 1/32 and 1/24 scales, in all sizes.

Static-wise, AMT leads the way once again, with the most complete line of 1967 models (with custom extras) you could ask for, for $1.50 and $2.00. Detail second to none, natch, in the AMT tradition. Their 1/32 & 1/24 slot racers are hottsters too! We dig that 1/24 McLaren Elva for $8.00, and that 1/32 Chevette for $7.00, just to name two!

H.O. 1/32 & 1/24 racing is possible with equipment from just one company — Atlas! Strong in all three fields, with highly detailed cars and equipment, not to mention complete racing sets, this company comes on strong for the Christmas crowd with an eye on performance.

Aurora leads the way for 1/87 scale fans (HO to you) who want speed, performance, and a tiny price tag! There is a wide range of complete sets, and a smashing array of components. In 1/32 racing too, they've gone the route, so eyeball this company's offering before you buy!

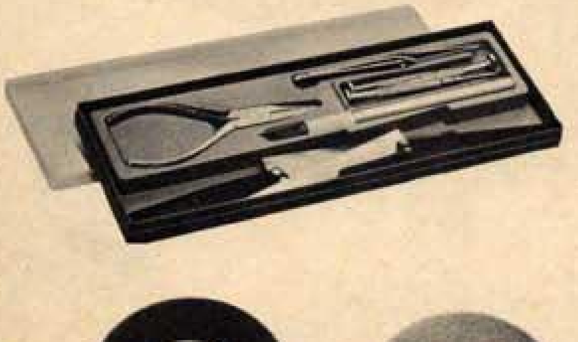
Wheels for racing! That's Banner Model Company's forte! These 1/24 beauties feature collet lock positioning. Three sizes, at $1.10 a pair, with precision hardened and ground axles to match, from 2⅛" to 2⅝", just 25¢ a pair! Fantastic precision for a low-low price.

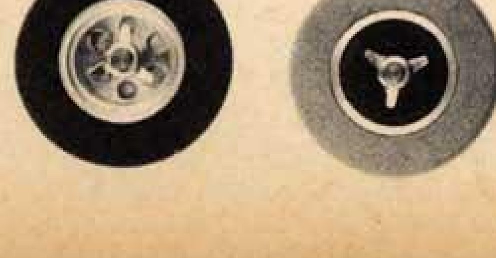
BuzCo builds bombs! This old-line company sells enough goodies to cover the entire needs of any slot racing fan! We particularly dig their new "Wheelie" series for just $1.19 a pair, front or rear. Those "bitty" front cuties ride on a thin "O" ring tire and turn on a 1/16" wire axle. Toooo much class!

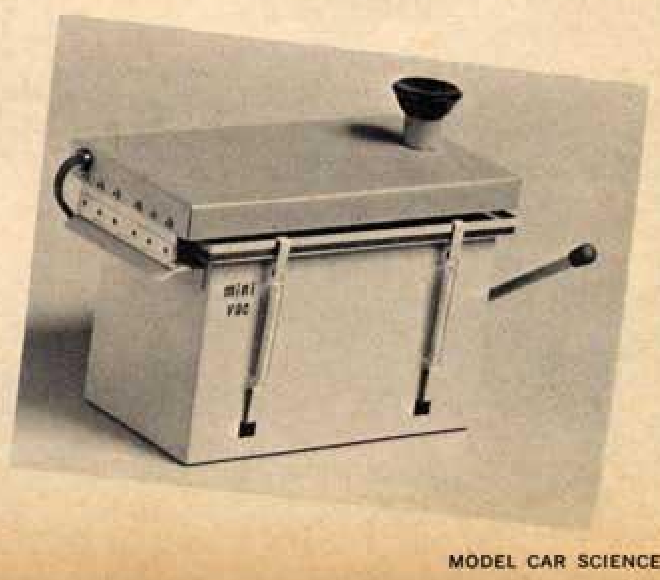
A professional tool for the serious model maker! That's what you'll find in Catalina Engineers' marvelous new "Mini-Vac", a truly "professional" vacuum-forming machine, for $21.95. Makes beautiful clear plastic bodies with a minimum of effort. The static builder will find it valuable for making interiors and other parts too.

An avalanche of slot racing components comes from Champion of Georgia. Brutal ask-no-quarter motors, fantastically fast ready to runs in 1/24 scale, and a range of associated equipment that leaves you breathless, is available and waiting for that Christmas rush, right NOW!

"Speed" is spelled "C-l-a-s-s-i-c"! This California firm became famous overnight with their wild and way out Manta







Ray, one of the first of the 1/24 R-T-R machines. Their 1/24 "Astro=V" $8.98 kit gets our vote as the most striking "way out" machine of the year!

Attention to detail and blinding speed! What a combination, and that's what you find in every Cox kit or builtup. This famous company produces a huge variety of slot racing kits. Their latest is the 2-D Chaparral coupe, in 1/24 scale. At $9.98, this kit won't flatten your wallet, but it will sure inflate the ego of the lucky slot racer who finds it under the tree on Christmas morn!

The Cadillac of the power tool field would be a perfect title for the famous Dremel Moto-Tool. This highly useful power hand tool accepts dozens of different drill bits, polishing wheels, etc. The model builders delight, the $16.95 #1 Moto-Tool can also be purchased with a complete set of accessory bits, in a steel case, for $25.50. The more powerful, $19.95, #2 Moto-Tool comes in a deluxe kit for just $29.95. Any way you buy it, the Moto-Tool is a lifetime investment, and will thrill any modeller.

A competitive chassis for any competitive motor. And they even make the motors! We're talking about Dynamic Models, of course, that company in the San Fernando Valley that believes every racer has the right to WIN! Their equipment has high performance and low prices. The "Green Hornet" motors, in big size ($11.95) or small ($8.95) rewound Mabuchis, are sweeping track records aside everywhere. Their latest device is an all-suspended chassis, hot "big" motor, and a great injected Hussein body shell — all in a 1/24 scale kit dubbed the "Swinger."

Precision tools for serious slot racers can be purchased from your American Edelstaal "Unimat" dealer. This miniature lathe does everything a big one will do. Design and build your own gears, wheels, axles — you name it, the Unimat will do it! $139.50 is cheap for quality like this. Now they've added yet another power tool for the serious buff — the $39.50 "Modelmat," a precision wheel trimmer, drill, grinder, saw, and sander, all in one!

A box full of bombs may not sound like the ideal Christmas gift, but take our word for it — it is! The "bombs" we talk about are those 1/24 scale multi-kits from Gar-Vic. $9.95 buys a rugged and fast chassis, with a "dream car" body of your choice, and there's a wild choice! A $12.05 value for $9.95. Or if you dig R-T-R's, try Gar-Vic's "Pace Setter" package. One, 1/24 scale RTR machine, and a total of **four** pre-painted bodies! An $18 value for only $14.95. Either set would look great under a big bushy Xmas tree!

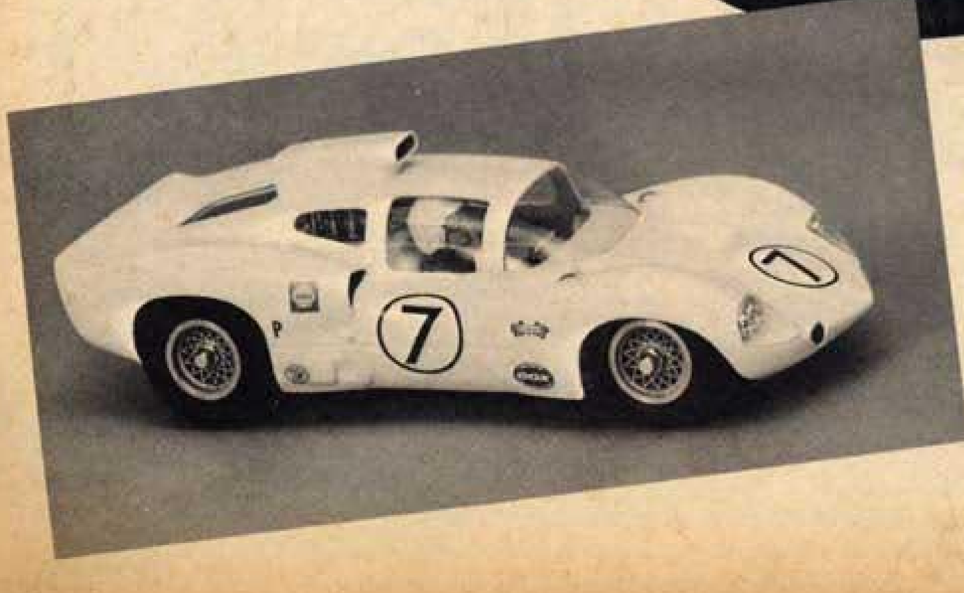
Take your pick, slot cars or statics, Hawk has 'em! This pioneer company (37 years in the business!) has a sweet looking (and running) line of 1/32 scale slot cars at $6.00 each. We readily dig their Chaparral the most, and so will you! Their /32 static models of the most competitive cars in the world, cost just 29 cents each! Top that for an inexpensive stocking-stuffer!

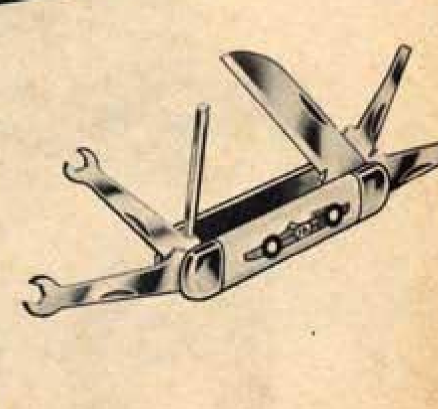
A "Piranha" in a package would create quite a sensation around the tree — especially if someone finds International's "Piranha MK II", a 1/24 scale RTR that is bench-tested and ready for action, for just $13.95. The motor is by Classic, tires and wheels by Riggen, and a "color me gone" paint job by Bob Kovacs.

Static models by the dozens, and all of them beautiful! Of course you expect that from Jo-Han, and you get it! The









1967 line is out now, but there are so many gorgeous 1966 kits we haven't got to yet that it makes us wish we had 34 hours in a day!

Gobs of goodies for 1/32 and 1/24 scale slot racing are available from K&B, goodies such as really great hand controllers from $4.95, for all types of motors, and a fantastic range of kits and accessories. Our vote goes to their latest car, a 1/24 scale RTR Mako Shark. This $13.95 mauler uses K&B's new and hot 'Hellcat" motor, a die cast mag-aluminum alloy chassis, Cortina mechanical brakes, and other quality components, under a vacuum body of the first order, bathed in wild blue metal flake!

Power aplenty! K-F Industries produces more popularly priced power supplies for home track (and also commercial raceways) than just about any other company. If your little slot racer is thinking about building a custom home track, or wants a professional unit to replace that faulty commercial home track rig, K-F makes just the one for him!

Items for the scratchbuilder come from K&S Engineering. This progressive company makes a great "pencil" soldering iron that should be just the "ticket" for your favorite scratch builder. They make a great variety of tubing and other metal strips that this great $2.49 soldering iron can work on too, and the price ranges from 10 cents up. For bending that small diameter tubing without kinking it, K&S has a handy 98 cent tubing bending kit. Ask for it at your local dealer.

Tools for the rewinders are the specialty of LaGanke Racing Products. Their famous armature rewinding machine takes the pain out of hopping up that sluggish motor, for just $5.98. Odds and ends that are invaluable to the "do-it-yourselfers" such as rewind wire for 50 cents a coil, special commutators for 59 cents, armature varnish for 59 cents, and a couple of dozen other goodies are offered by this progressive, race-oriented company. Your racing buff (or you!) will get a great deal of enjoyment from this line.

Lavish detail in a clear plastic body is a Lancer trademark. This company has been in the vac-forming business a long time, and their experience pays off. If you know a buff who intends to build a hot new chassis, you can't do him a greater favor than buy him several Lancer body shells to cover up his handywork. Priced on the light side of $1.50.

Lindberg looks as good as ever with a sweet line of 1/32 GP machinery for only $4.95! You'll find just about every famous make that appears on the starting grid, in this series. Also, a great McLaren appears from this famous model making company, in 1/24 scale. Very competitive, and really a "looker," for just $7.00.

Leapin' Lionels! Here's a company that has forged to the front of the highly competitive HO ranks with popular priced racing gear in every area of the 1/87 scale field. Complete sets are their strong point, and you can find them at ye olde hobby shoppe! If you hurry!

A giant in the field of model car racing, not to mention the static field, is Monogram Models. With a tremendous range of 1/32 and 1/24 equipment, it's difficult to pick a favorite. However, we do lean toward that low and lucious "Vampire," a 1/24 RTR that really puts the "whammy" on the opposition, for $12. Our "Love at first sight" static model award goes to Monogram's ultra super-detailed Bugatti GP car, a $3.00 marvel, in 1/24 scale. And if it's complete 1/32 - 1/24 road racing sets you're in the market for, Monogram has 'em! From $35 to $100, in 2 and 4 lane designs, and in many lengths, this company has a vast variety to choose from — and all of the accessories to go with them!

Monza accessories let you set the fastest pace in the race! This company knows racing inside and out, and their know-how goes into every component. From armature spacers to gear pullers and chassis weights, Monza items are on hand to aid **you**. When you finish working the Monza components into your chassis, paint that body with one of Monza's 10 dazzling metal flake treatments. Each bottle covers 300 square inches, and the results are colorful, to say the least!

New and wild! MPC has a rash of brand new, wild and wooly slot racing machinery for those 1/24 scale fans. Big hairy stockers such as the '66 Dodge Charger RTR, for $12.95, or the super-streamlined Mako Shark. You say building more realistic than life statics is your bowl of cherries? Take a try at MPC's great Vintage car kits. $2.00 apiece for beauties like a 1/25th scale '32 Chrysler roadster, or sedan, or maybe that "gangster's car," the '28 Lincoln sedan. Looks like MPC has both the static and slot field pretty well covered!

Pactra moves out into the slot racing field in a big way with their new line of kit and RTR 1/24 scale cars and accessories. Their extensive paint line is, of course, still tops on many modelers' lists for obtaining those perfect paint jobs. The most spectacular of their 1/24 scale $11.95 RTR's is the "Titan II Bat," powered by their hi-torque CMX-1250 motor.

Pittman = Power! A simple equation but a true one. This long-time leader in the midget motor field is back on top of the competition heap again with a roaring "tin can," with or without ball bearings. The economy job sells for $4.50, while the same motor with ball bearings goes for $9.95. A wild bundle of power for very little money, and these quality motors run and run and . . . run!







A Pierce Arrow for 79 cents! Only Pyro could pull a deal like this off! Static model fans will want all of the 1/32 wonders in Pyro's line of classics. Their wondrous line of 50 cent 1/32 cars grows bigger every year. Great presents for new model builders, or old timers!

"Something for everyone" would pretty well sum up the offerings from Revell. These progressive people have blanketed the scene from model airplanes to H.O. model railroading, and of course, from static model cars to the hottest 1/32 and 1/24 slot racing equipment. Racing sets? Sure, two and four laners up to $100 per set ,and they accept both scales! Accessories galore too! A Revell raceway under the tree means months of fun throughout the winter — and that's just the beginning!

Tires and wheels take you 'round and 'round to victory lane, and many times the car headed in that direction is riding on Riggen's tires and wheels. A vast variety of both is available, and any slot racer can tell you that this is where the races are won and lost. There's a tire or wheel for every conceivable racing condition — from Riggen Tire & Wheel Co.

One of the hottest teams in the country races some of the hottest equipment in the country! The team is the Russkit team, and so is the equipment! Kit or RTR, in 1/24th, Russkit is a name to be reckoned with. The hottest in their line at the moment is a gorgeous Porsche Carrera "6", which sells in kit form and as an RTR. The Russkit "trigger finger" controller is widely used around the world, and their new economical $3.50 unit is one of the best bargains around.

Home tracks are fun, and Sara tracks prove it! These easy to put together custom home tracks are available in a wide range. No power tools needed either, and it takes just a short time to build.

Components that are really needed come from Simco. Motor rewinding wire, "pro" sponge tires, a handy, accurate calipers for measuring those critical chassis measurements, and many other priceless accessories are on tap for the smart shopper with an eye for joy-bringing presents at Xmas time.

Top performance for a reasonable price describes the items found in Strombecker's extensive stable. Complete racing sets, kits, RTR's, controllers. You name it, and this trail blazing outfit (they started the whole thing!) has a competitive part for any situation. It just isn't Christmas without a Strombecker goodie around!

Paint, power, and perfect prices! Testor's vast line of paint goes well with their beautiful new 1/24 scale slot racing RTR's and kits. For the guy who likes to win, and run a car that looks sharp doing it, Testor makes all the equipment needed to pull it off!

Tradeship is a familiar name to the dedicated racer. They make useful parts like a magnificent set of machined bevel Hypoid gears, for $1.69! Controllers, motors, the works. It's all there to drool over at your dealer.

Twinn-K creams the competition on the big tracks with an assortment of tires and wheels that defies description! Every kind of a tire, in every color of the rainbow, is at your fingertips! And they all win races!

Mini-Men and paint for clear plastic bodies! We don't have to tell you that we're talking about Ulrich's famous line, do we guys? And now they have brightened up the scene still more with the addition of independent front axles, lightweight chassis, and great mag-type wheels.

Round motors are "in" man! And Versitec (those Globe motor guys) have one of the best, in the SS-91 "Screamer," a $14.95 American made motor that is red hot! Now they've got a great independently suspended chassis to go with it, for $7.00. Check it out at your local hobby shop.

When you want a soldering iron, reach for Wen. They have a marvel that fits the hand perfectly, is lightweight, and does the job beautifully, for a paltry $4.95.

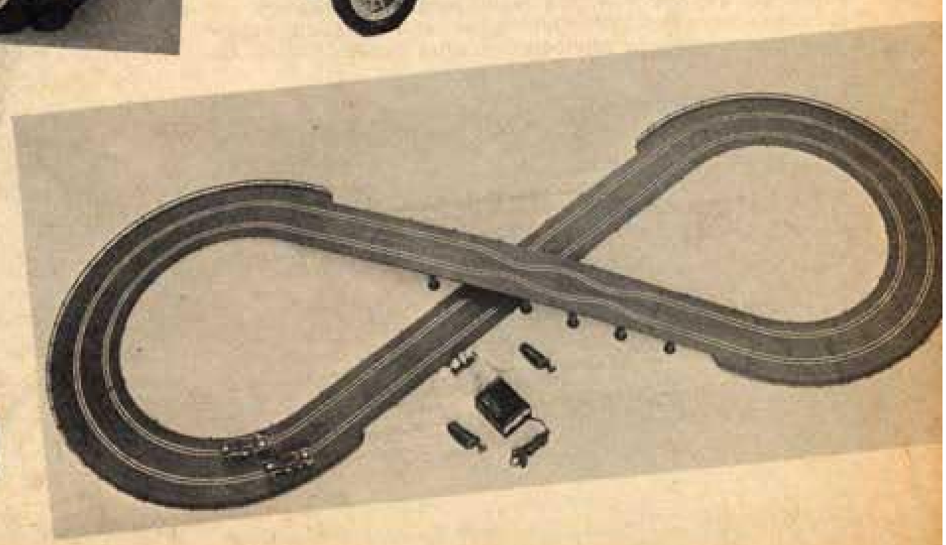
Motors and chassis from the deep south! Wilson's of Cleveland (don't be fooled, they're from Florida) makes the hairiest and hardiest motors on the American scene, and now they've got a great chassis to go with it, the "427 Monocoque," Which is a motor-frame combination for just $7.95, that goes and handles.

And this is just a small sampling of what's available for Christmas, 1966. The only way you'll really find out what's available is to get out there where the action is! You'll feast your eyes and thin out your wallet over a mountain of really great stuff.

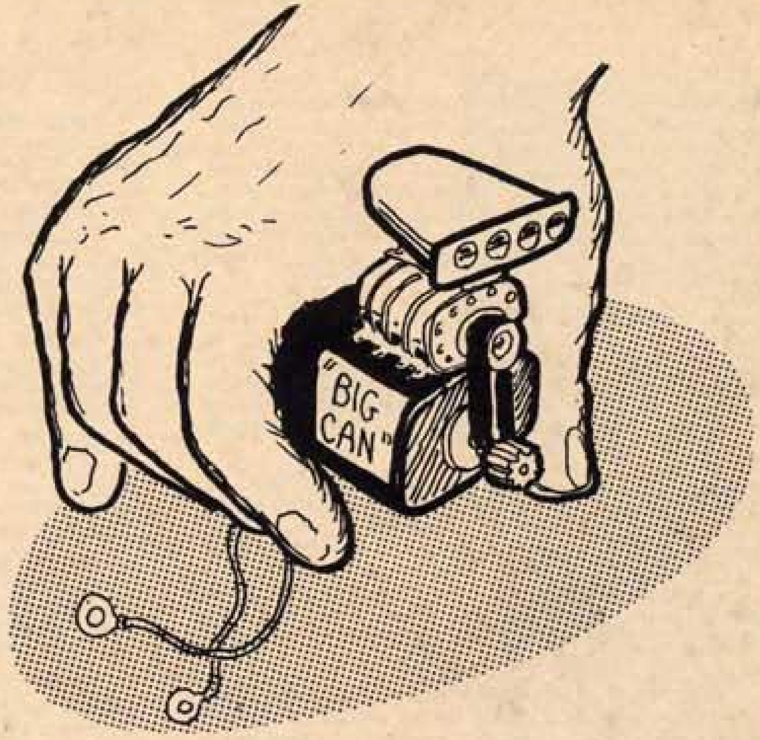








8 EASY MOTOR MODS FOR MORE SPEED



If just thinking about rewinding makes your thumb knuckles swell, here's how to keep you cool, save money (... sorta ...), and still add muscle to your motor!

By CHRIS CHAN

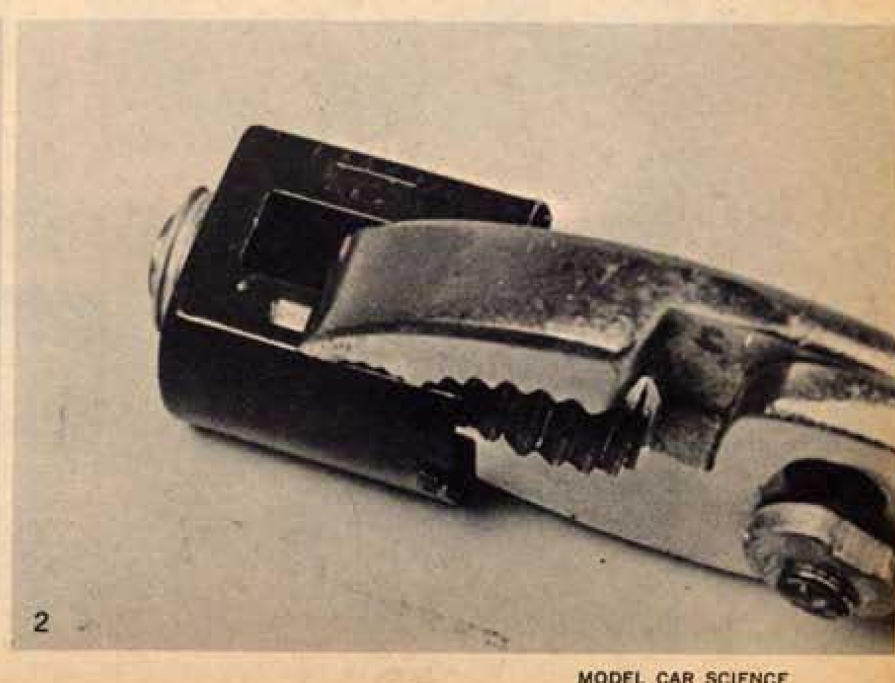
There are lots of things you can do to "muscle-ize" your motor besides rewinding. After seeing the minor fallbacks of the popular can-type motors numerous companies have introduced little bits and pieces to keep you in the thick of the competition.

The French Motor Company has released the most complete line to date under the distribution of Tradeship. Notable are the pre-timed commutators and High performance magnets, which are not of the Mabuchi variety. The beefy magnets look to be identical to the Atlas brand in the AT-708, while the commutators are comparable to those supplied with Hemis.

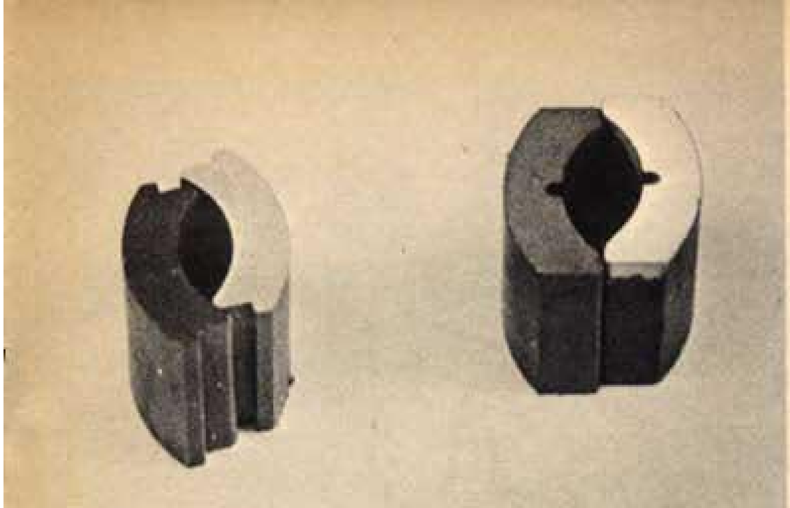
Winner's Circle is in the spring busi-



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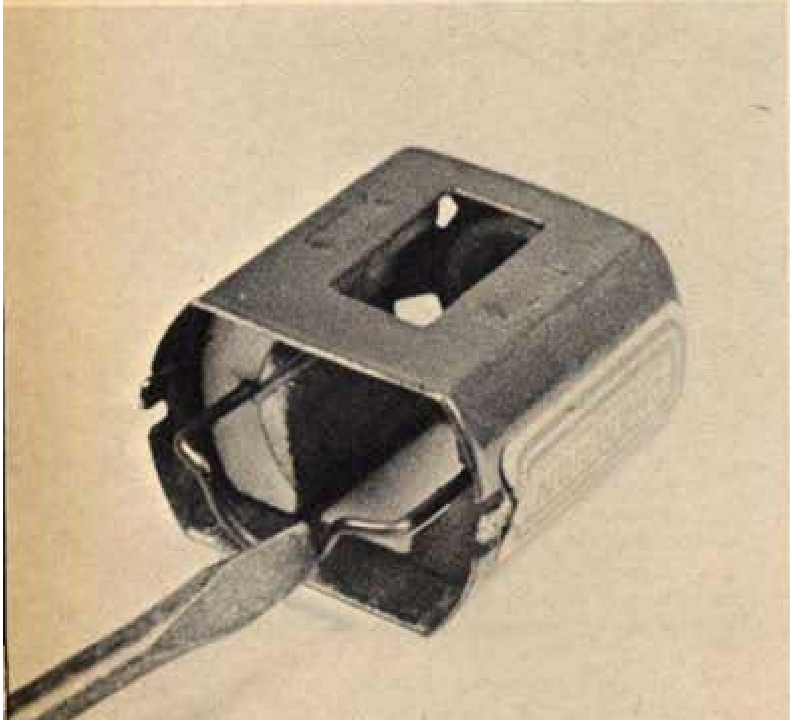
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HIGH PERFORMANCE MAGNETS

1 *Using the end of a screwdriver, carefully remove the old magnet retaining spring.*

2 *Throw out the old magnets and then flatten out the tabs with a pair of pliers.*

3 *The High Performance magnets, shown on the right, show the difference in performance by mere size!*

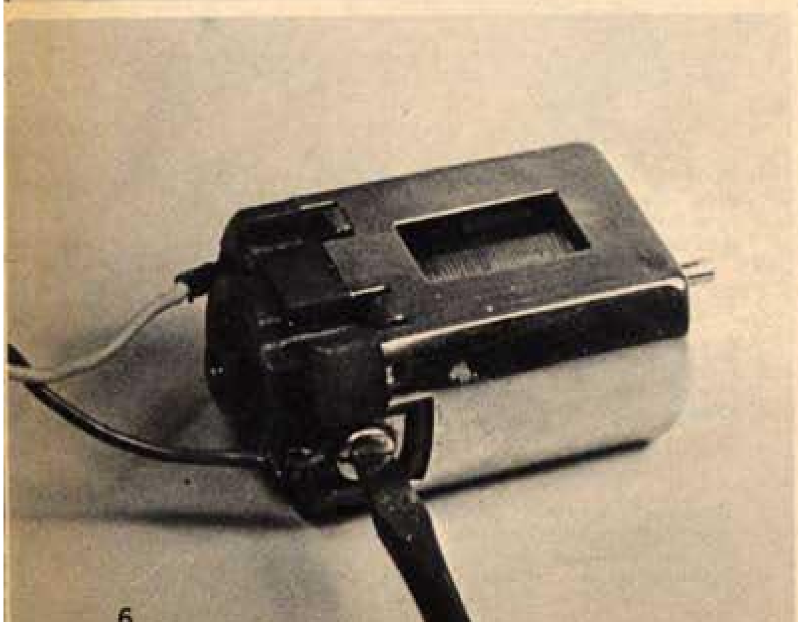
4 *Clean off the magnets and the case in Electro-Whirl or lacquer thinner, then apply a small amount of epoxy to the backs of the magnets.*

5 *Now install the new magnets and the provided retaining spring. After the epoxy dries, remove the spring and reassemble your can.*

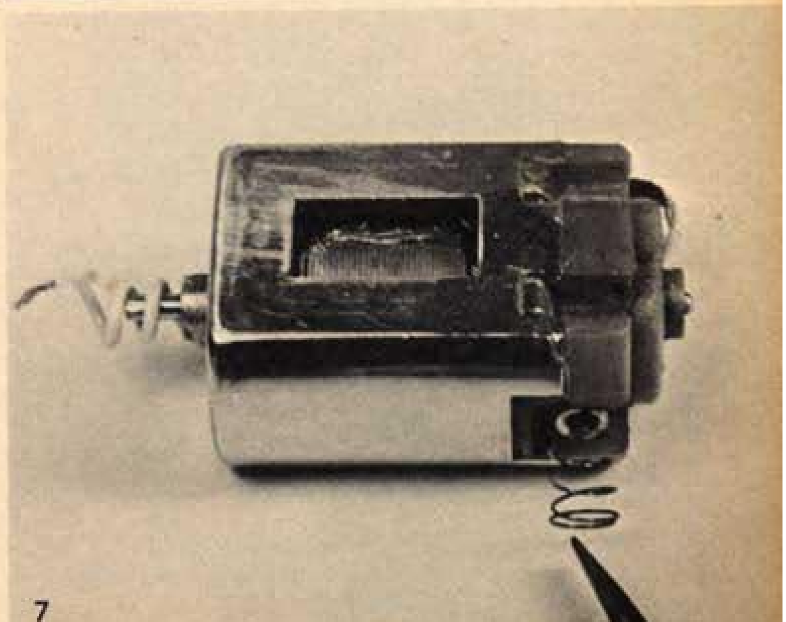
HEAVY DUTY SPRINGS

6 *Open the brush holder by unscrewing the bolts on the end bell.*

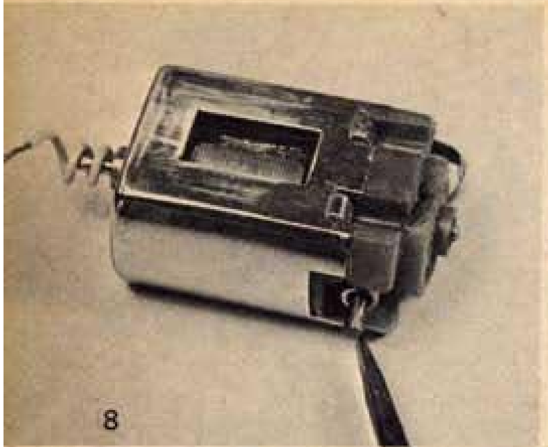
7 *Slowly slip off the spade and take care not to lose the old spring; you may need it.*



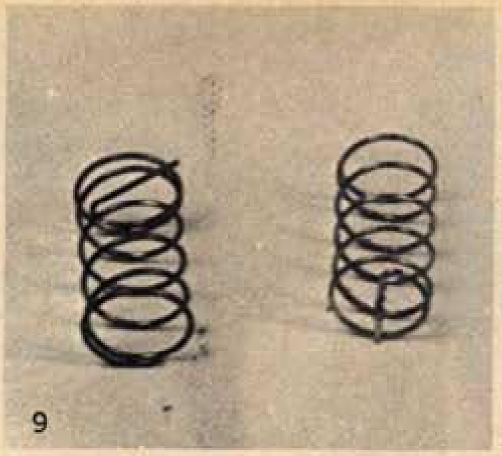
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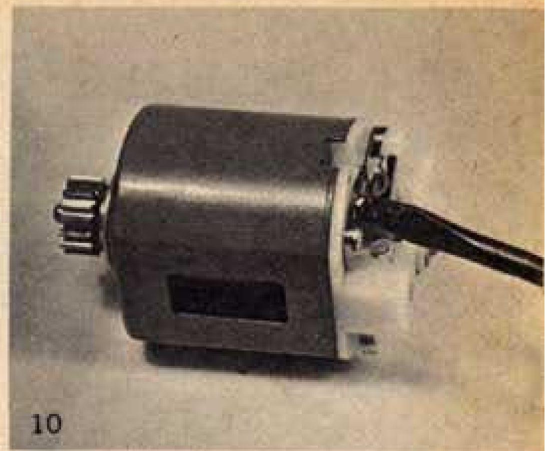
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HEAVY DUTY SPRINGS

8 *Remove the brush next, clean it, then reinstall it.*

9 *Now take one of Winner's Circle's beefy new springs, like the one on the left, and reverse the procedure and you're off.*

HIGH PERFORMANCE BRUSHES

10 *Carefully bend the brush spring tab forward and pop out the spring.*

11 *Now slide the old brush out. If it needs coaxing, try using a pin to force it loose.*

12 *Take the correct size Champion "Motormagic" brushes and replace the old ones. Now you can use any commutator cleaner you want (yes, even AkaPucke).*

ELECTRO-WHIRL

13 *For a REAL clean motor here's the Champion of Georgia version of the washing machine. Don't knock it, if you haven't tried it.*

14 *Dunk the motor into the solution fully submerged, that's right, fully submerged, with just the wires sticking out.*

15 *Connect the lead wires to a 12 volt transformer and run it in both directions for 30 seconds. You get a gleaming screamer that will run better than new.*

ARMATURE COATING

16 *To keep all the wire on this swift rewind Monza Accessories has to come to the rescue.*

17 *To avoid lunching a good camel hair, or even a cheap brush, use a Q-tip to apply the goop, then bake for three hours to cure.*

ARM BRUSH ADAPTER

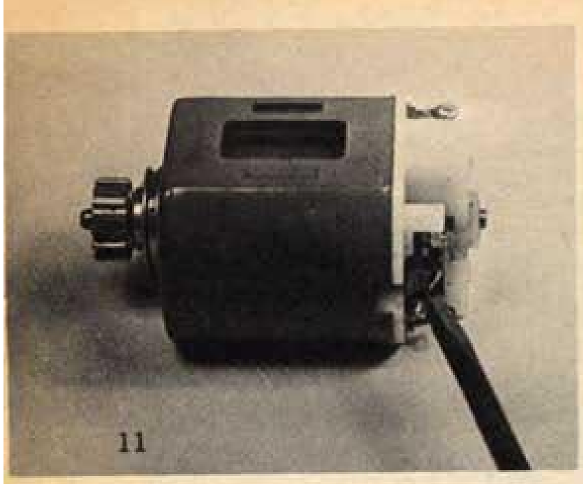
18 *Simco makes this heat-resistant end bell to fit most can-type motors with ease. Accepts "arm" type brushes for better contact, easier cleaning, and faster cooling.*

PREWOUND REWINDS

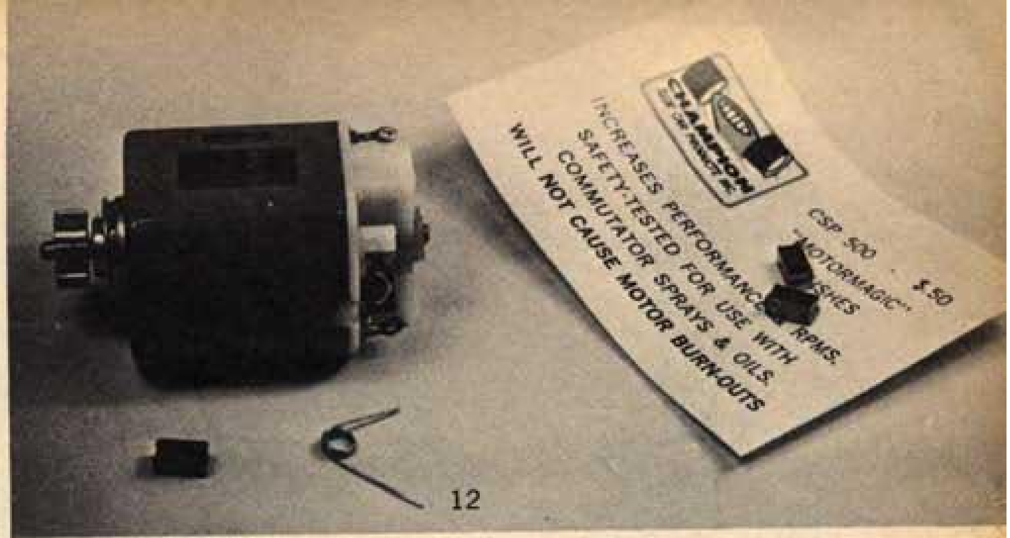
19 *If rewinding just never works for you, Champion, Revell, Monogram, Classic, etc., market a variety of factory-rewound custom armatures to put your car in the rewind class.*

DYNAMIC BALANCING

20 *For something really fast, have your factory rewounder dynamically balanced by a professional. Thorpe Custom Motors, 143 Commercial Ave., Pomona, Calif., 91766, will do the job (by mail) for $2.00.*



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ness. If you need more tension for better brakes, or the stock springs decoil (a typical Hemi ailment) this is the answer.

Champion of Los Angeles mounts and sells foam tires, but more importantly markets replacement brushes for Mabuchi and Pitman motors. In addition to giving better contact, these brushes accept commutator cleaner without burn-out problems.

Champion of Georgia also has a wide selection of tin can goodies, the most unusual and helpful of which is their Electro-Whirl motor cleaner, a weird solution for fighting crud.

Monza Accessories of Los Angeles is a small but growing firm putting out fine solder and some special armature coating that holds like epoxy, but can later be removed with lacquer thinner.

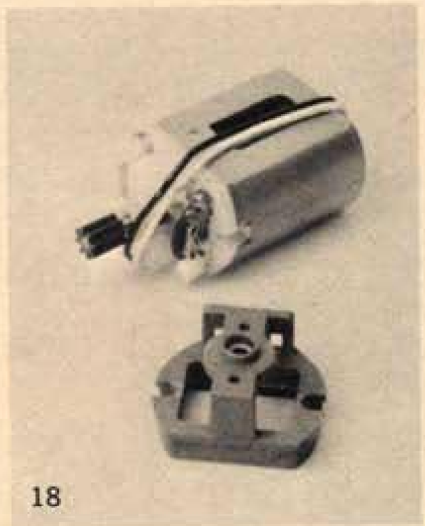
For those of you that never did care for the Mabuchi type brushes in any way, shape or form, or would like to get more "meat" on the commutator of a Hemi, Simco has the age-old arm brush adapter with new bearings already installed, along with a complete stock of no-strip rewind wire.

The lazy rewinder can buy himself a ready-wound armature from Classic, Revell, or Monogram in various ohm ratings (not Volts!). They're all factory wound and dangerous to the opposition.

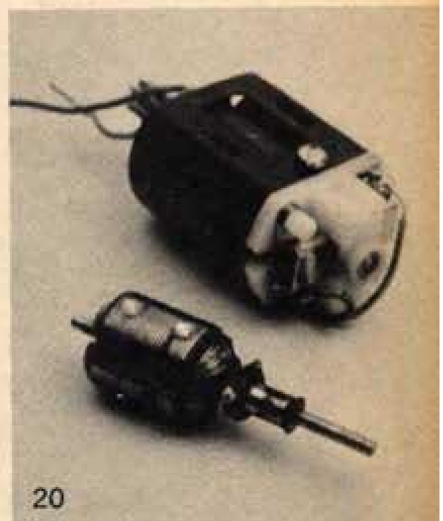
The final touch to any super-hot rewind is dynamic balancing. A trip through Thorpe's custom slot car motor balancing plant is bound to produce a vibration-free, cool-running, faster rewind.



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From Little Fiat To "FULL HOUSE MOUSE"!

BY DALLAS ("1/32 Rules!") CAIN



Want to add some wild flavor to your 1/32 racing? Try a slice of this fearless Fiat. IT R-O-A-R-S!!

Throughout the full-size speed world, a high performing small car is known . . . with complete respect for the tiny terror . . . as a "Full House Mouse." And this, if anything, is what we've got with this haulin' Hemi Fiat in 1/32nd scale.

What started us on this powerizing project . . . besides an unabashed awe for a certain full-size fire-breathing Fiat . . . was the recent release from Monogram of a new line of 75¢ 1/32 statics. As a devoted follower of the great "middle scale" in slotting, it hit me right off that the kits looked great for conversion jobs.

Now, if you're interested in unusual machinery for the home circuits, this is it. It's cheap to put together and easy to build. And once you see it snorting off the starting line, you'll agree that the name fits.

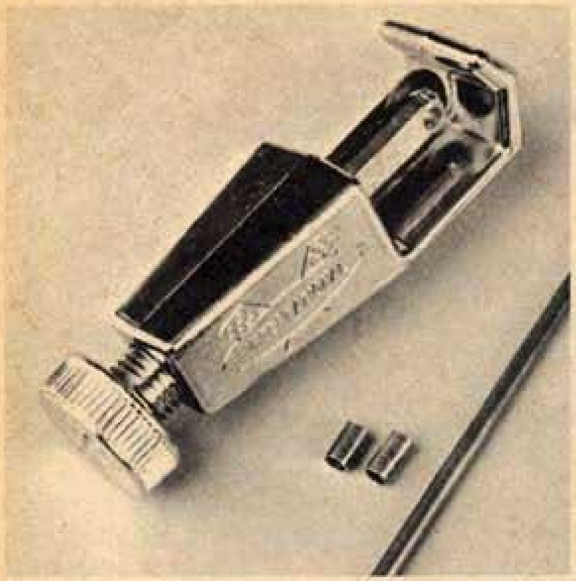
The little Fiat really snorts! Hence the name "Full House Mouse!" Other cars in Monogram's 75¢ line that you'll like include a Ford Altered Coupe, "Boss Willys" Gasser, and a Ferrari and Lotus F-1.

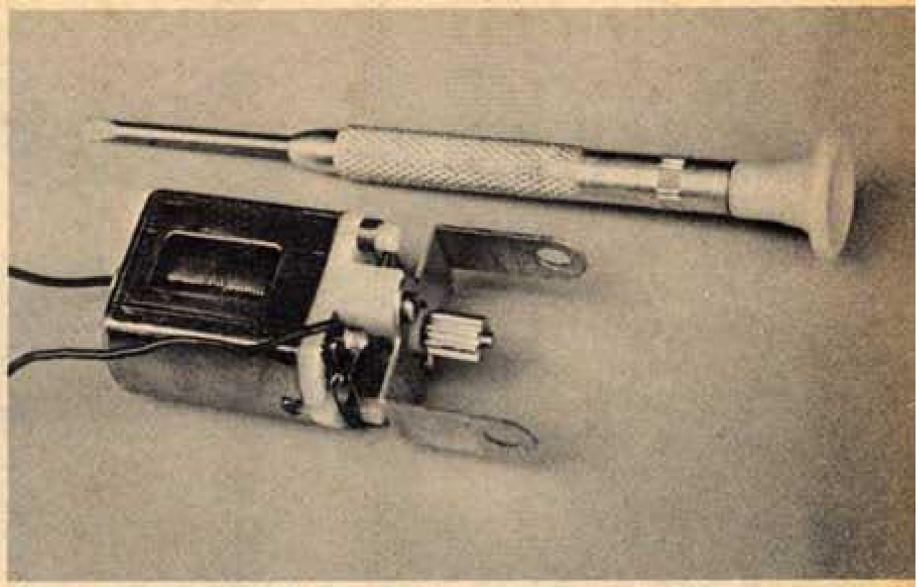
Glue the two halves of the Monogram Fiat shell together, then apply several thin layers of putty, allowing each to dry before applying the next.



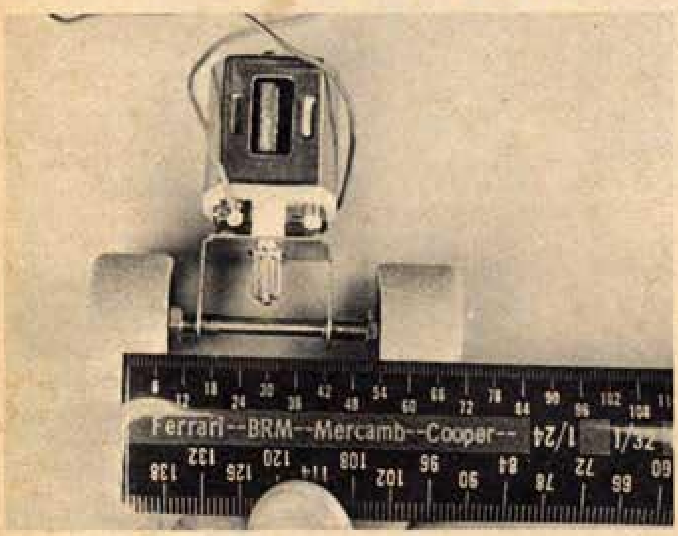
When the final coat dries, sand the entire shell with #400 paper. If it looks good, prime, then sand until flawless. Spray Burgundy Purple metal flake.







Attach the Russkit rear axle bracket to the Russkit "22" type motor. Cut two, ¼" long, ⅛" inside diameter pieces of brass tubing, using an International tubing cutter.

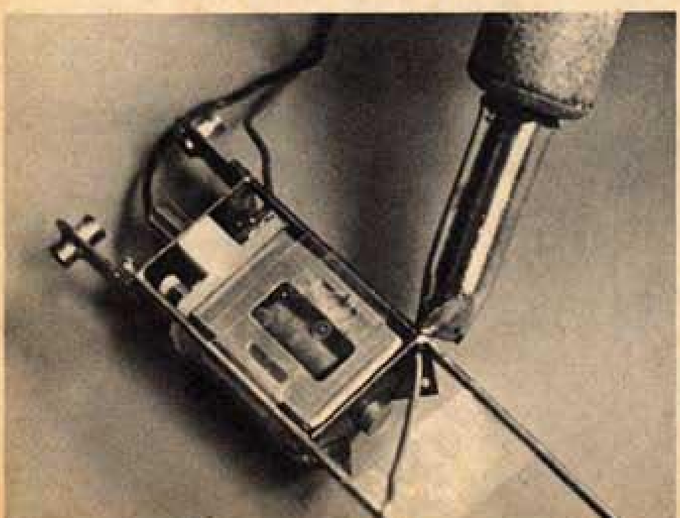


Insert the tubing in the axle bracket holes. Slip an axle through the tubing, install 5-40 nuts, and the BuzCo rear "Wheelies". Set the tread to 62" (1/32 scale).



Push the tubing against the 5-40 jam nuts, then solder permanently to the axle bracket. Solder two, 2¾" pieces of 1/16" outside diameter tubing to the bracket. The motor-bracket is placed upside down for this operation.

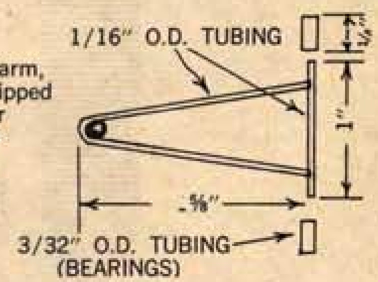
Slip the front bracket in place, and solder the tubes in place in the indentations provided. Notice the use of Scotch tape to hold tubing in place while soldering.



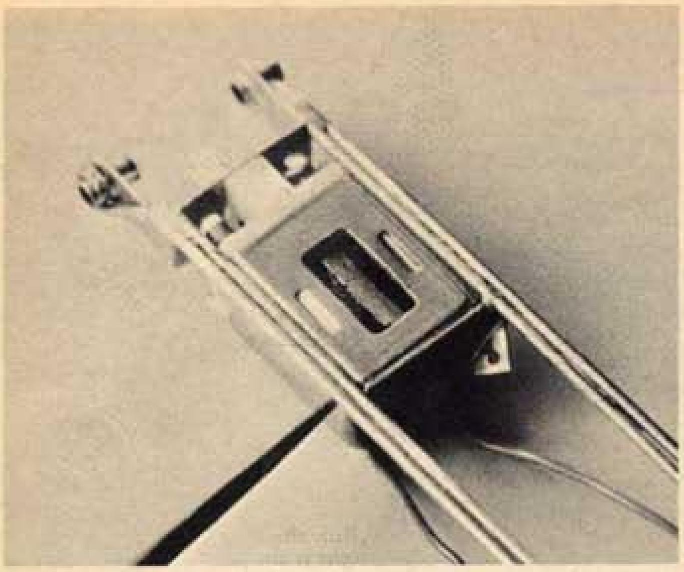
DRAWING "A"

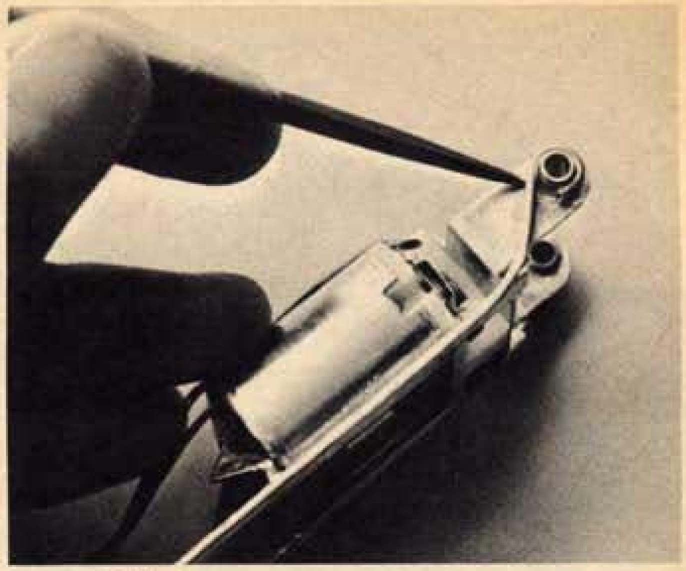
SWING PICKUP

Note: If a drop of oil is placed on the stub ends of the crossarm, before bearings are slipped on, no solder will enter when the bearings are being soldered to the frame.

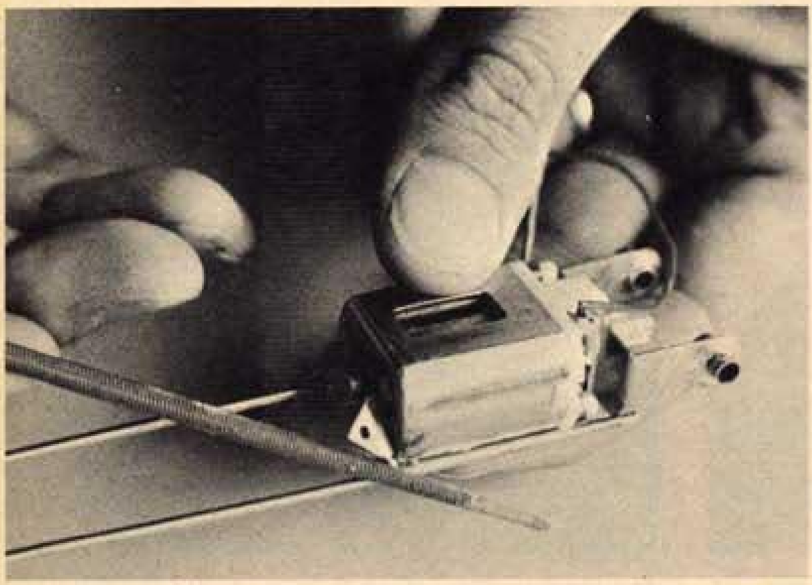


SPECIAL NOTE: Before soldering any joint, make certain both pieces of tubing to be joined, are cleaned shiny and bright with sandpaper or steel wool. Where possible, contour the individual pieces of tubing to fit each other, for a stronger joint. A good solder joint will appear bright. If it is dull, you have a "cold" joint, and therefore, a weak one. The soldering iron should touch only the metal to be joined, never the solder. Hold the solder directly in the seam between the two pieces. When the two pieces are hot enough, the solder will melt and flow.

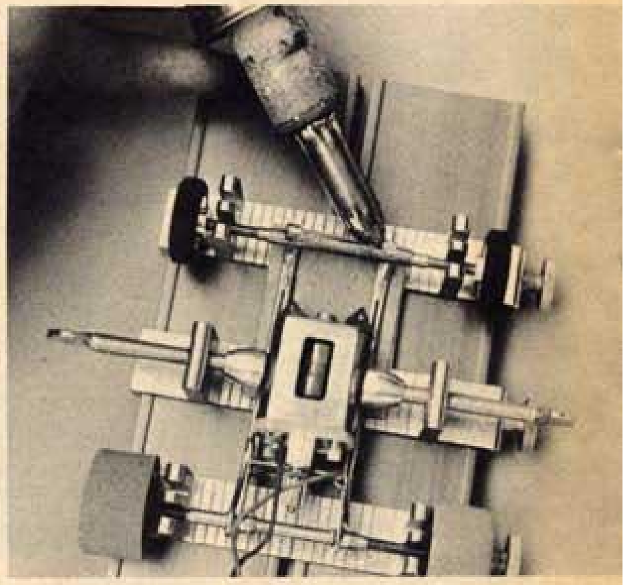




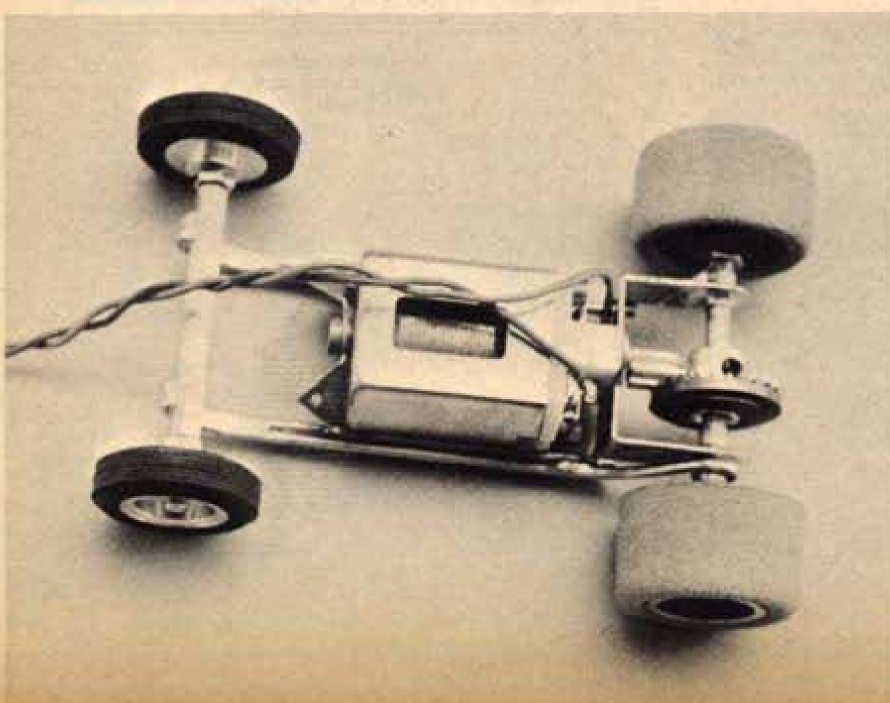
Solder two more pieces of 1/16" tubing (one on each side) to the first 1/16" tubes. Curve each tube up over the rear axle tube, and wrap around it. Solder.



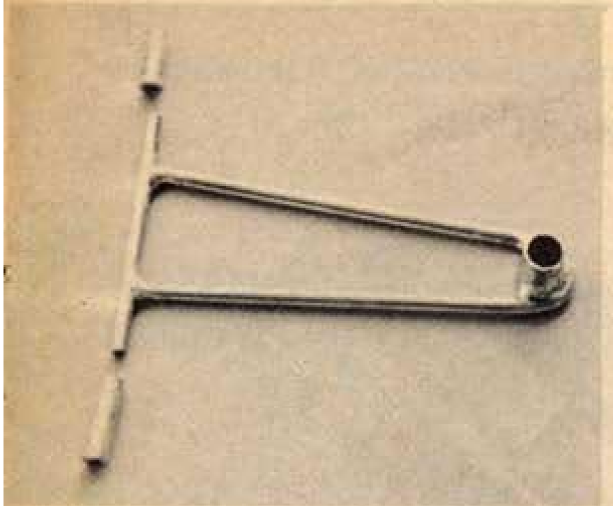
File all solder joints, then polish with fine sandpaper or emery cloth. Makes the joints look more professional!



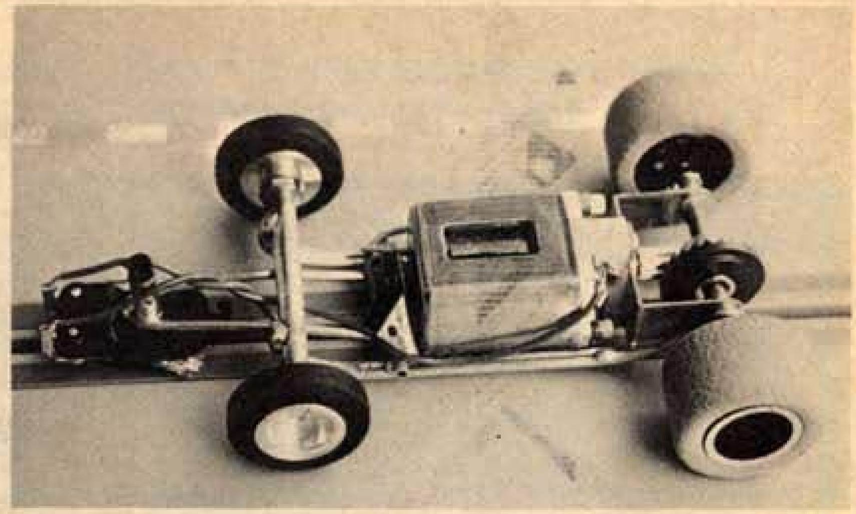
If you have a Russkit Adjust-O-Jig, place a piece of material, 1/16" thick, beneath the motor, to establish clearance. Temporarily, remove the axle, and replace it with a 3" axle. The Adjust-O-Jig axle supports are too far apart to let us use the shorter axle easily.



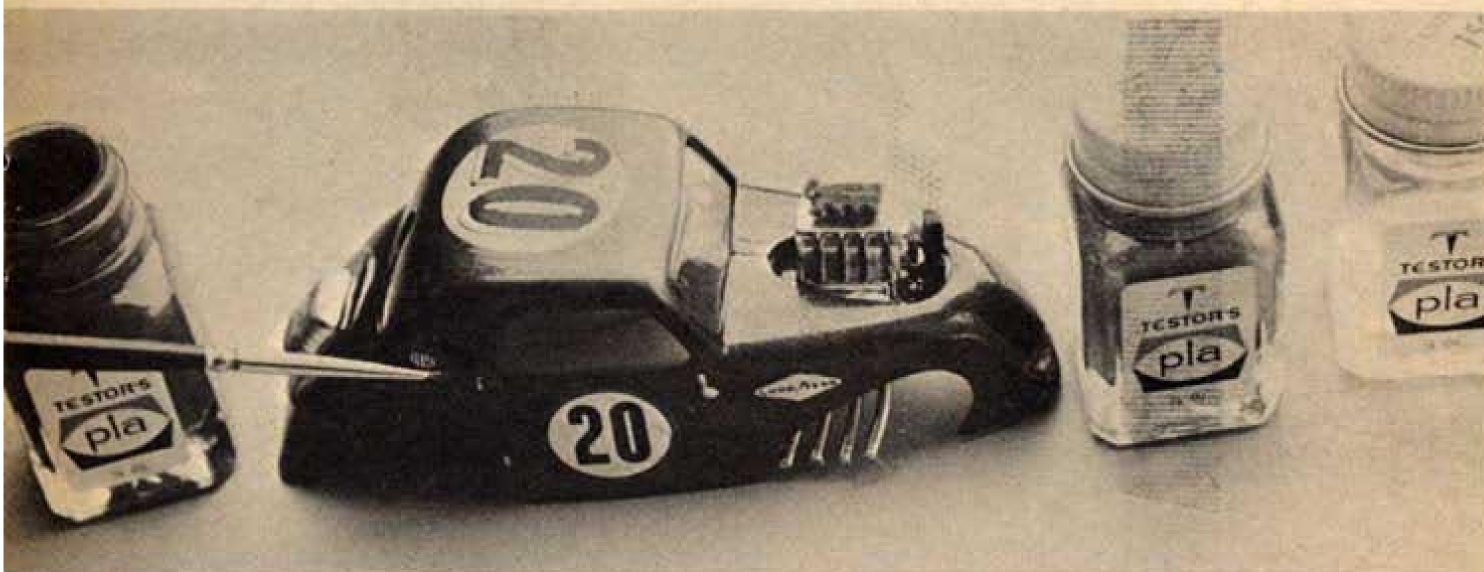
Cut a 1⅜" piece of ⅛" inside diameter tubing, for the front axle bearing. Sweep the double frame tubes up to meet the front axle tube, and solder in place. Wheelbase should be 84".



For the pickup, fold a 1/16" piece of outside diameter brass tubing around a ¼" long, ⅛" inside diameter upright. Solder to a 1" long, 1/16" o.d. cross tube, as shown here. Cut two ¼" long, 1/16" i.d. tubes for "bearings".



Install the Revell pickup. Run the motor wires, and that's the chassis! No pickup weight is needed, so a wire retainer was used to secure the pickup instead. An aluminum or brass collar can be used, of course.



Detail the body with a fine pointed brush and bottle enamel. Apply the decals, after trimming the edges. The Fiat's V-8 is glued to the inside of the hood. Install it without the crankcase or transmission.

PARTS LIST

1 each, Monogram 75c static model kit #PC141, "Hemi Fiat" Supercharged Dragster.
1 each, Russkit "22" type motor. $2.50
1 each, Russkit #795 narrow Grand Prix type axle bracket set. 70c
1 each, 2" 5-40 front axle. (Your choice)
1 each, 2¼" 5-40 rear axle. (Your choice)
1 pr. BuzCo rear "Wheelies", #228. Price-79c a pair.
1 pr. Monogram SR1103 front wheels & SR1003-4 tires.
2 pr. 5-40 jam nuts. (Your choice)
1 each, Cox crown gear. (Your choice of ratios) 50c
1 each, Revell R3507 quick change guide, ⅛" post - 60c.
1 each, 1/32 scale driver. (Your choice)

TUBING

⅛" inside diameter
1 piece, 1⅜" long, for front axle bearing.
2 pieces, ¼" long, for rear axle bearings.
1 piece, ¼" long, for upright tube in swing pickup.

1/16" outside diameter
2 pieces, 2¾" long, for inside, lengthways frame pieces.*
2 pieces, 3½" long, for outside, lengthways frame pieces.*
1 piece, 1" long, for crosstube of swing pickup.
1 piece, 3½" long, for swing pickup arm.*

3/32" outside diameter
2 pieces, ¼" long, for swing pickup bearings.

* Longer than necessary. Trim to correct size after fitting.

Trim the interior where necessary, to fit over the frame and motor. Cut a piece of cardstock, spray flat black, and mount a detailed driver. Now mount the body, and there she is!



WITH THE PACE SET BY AMT, THE SCALE WORLD UNVEILS ITS VERSIONS OF DETROIT'S NEW WINNERS.





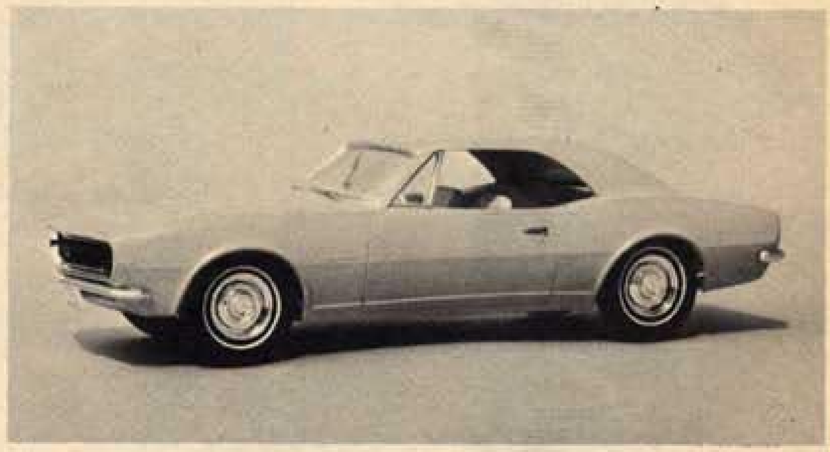
1967 report

By DON EMMONS



Chevrolet and Mercury introduced new models this year. AMT has both the Camaro and the Cougar in kit form for the up-to-date model builder.

IT'S THAT TIME OF YEAR AGAIN, so dear to the hearts of Detroit's automakers. As the days turn colder, and the leaves start to fall, the new crop of cars is on its way to market. It's a never ending cycle. Some years, the crop isn't much different from that of the year before. This seems to be the case with the '67 lineup. But at the same time, Detroit always manages to sprinkle in at least a little new spice, when they reflavor their year-old hash. This time around they've given us a bit more than usual. Consequently, while the major changes aren't drastic for '67, there is some excitement about the new Camaro, and the Cougar, and the Cad Eldorado. And the reworked T-Bird looks good too. Almost all of the new lines will make it into 1/25 scale, with the widest selections coming from AMT, MPC, and Jo-Han. And of the preview kits we've seen, it looks like a great detailing year ahead.



Camaro is one of my favorites this year. Some of the real drag boys are already working these over for the quarter mile.



Cougar is the other all new one for '67. The kit should appeal to all: it is set up to be built stock, drag, or custom.



Continental's appearance is basically unaltered for '67. This one is stock and painted with AMT's Burnt Charcoal Metallic.





Chevy's Impala SS 427 hardtop looks sleek with the new sweeping line of the roof as it flows into the deck lid. Should make a good racer.



This T Bird started life as a built-up model for Ford dealers and toy stores. To detail properly, it should be disassembled before starting to work on it.



Buick knows a good thing and leaves it that way. However, they did change the wheels. I painted this one Pactra Candy Indian Turquoise over silver base.



Comet and Fairlane are two that get lots of play at the drags, which makes 'em naturals for the model builder, too.

Falcon is jacked up for the drag racer who wants a model to look like it's pulling a wheelie while sitting still, this Falcon '67 is the one for you.









Toronado, like the Riviera, is basically unchanged. Hurst wheels were used and the car was painted Pactra Star Blue Diamond Dust. Notice the custom rear treatment on this one. It's real sharp.

Ford made a big step in the right direction on the Mustang. New roof is a true fastback, extending in a single curve from front to rear end.





This one is fitted with the 427 Wedge engine and has a good set of injector tubes. The slicks look great when painted and lettering is filed down.





Here we have the really big one of the Ford family. The big 427 Stock car racer of the NASCAR circuit. All side chrome was removed and a red, white and blue paint job applied.



THE TORRID TORONADO FROM THE BARGAIN BASEMENT!!

Hot on the rear axles of the Batmobile, Astro-V, and other sizzling machinery from Classic, comes a $5.95 kit (Holy Inexpensive) with a lot of performance per peso!

By SPEEDY GONZALES

Classic quality and performance — for $5.95! Holy inexpensive! We thought the Classic Industries Astro-V was a good performance bargain, at $8.98, but that was before we saw their latest bargain basement bomb, a modified version of the streamlined Oldsmobile Toronado.

The Toronado is in 1/24 scale, of course, and it uses many tried-and-true features from the existing line of Classic record breakers. There is nothing radically new in the Toronado kit. Instead, it is a kit composed of old friends such as the CM360, big Mabuchi tincan, the Viper frame, and Classic axles, gear, wheels, and tires. All in all, the package is attractive to the performance-minded individual who is looking for the most speed for the money.

The motor is used in inline position, and drives through a 24-tooth brass crown gear. The pinion is a 9-tooth steel unit. Although there is plenty of power on tap, the gearing is just plain wrong for this car, especially with those big rear slicks. The frame is metal, and the sound of the gears meshing vibrates through the air like church bells ringing! BUT, the replacement of this gear with a suitable Cox crown gear removed all of this unwanted noise and improved performance considerably, and all it cost was 50 cents.

The clear plastic body has already been prepainted and the finish is very good, as is the detail. The body is not an exact scale copy of the big car — it wasn't intended to be, but instead it has been shortened for better handling in the corners. The overall effect is very pleasing.

Performance (after the Cox gear was installed) is very good. At $5.95 it is a very good bargain, and we really don't

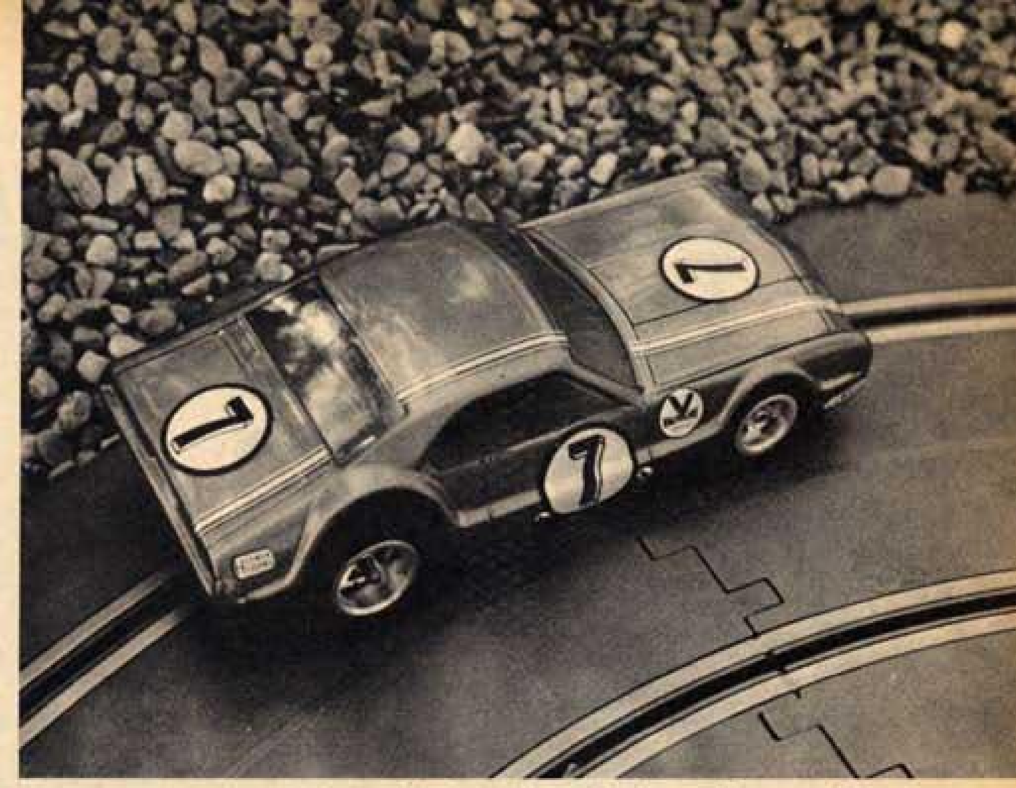


This latest kit from Classic, the Toronado, is very complete, even down to a quality screwdriver and wrench set!



see how you can go wrong. The car is a natural for modifying, and of course, nearly any 1/24 scale clear plastic body will fit over that Viper chassis, so you could use this car as the basis for an entire stable.

We'd like to see more cars from Classic, and the other manufacturers too, at a low price like this. It would no doubt attract a lot of newcomers to the sport, and that is where tomorrow's customers will come from!



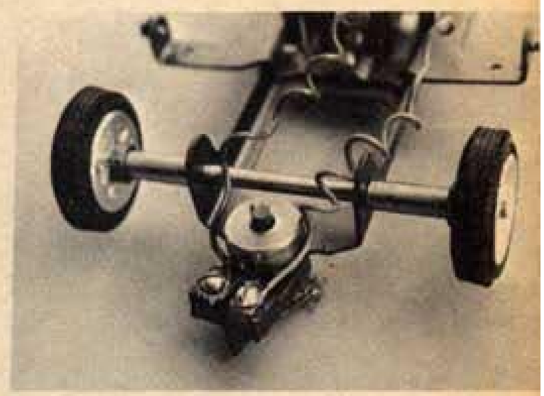
Nice! You can see how the decals add a lot of class. Total cost of the car, with replacement gear and a dab of paint — $6.55! Now that's a lot of performance for the price!

SPECS AT A GLANCE

CAR TESTED: Classic Toronado
PRICE: $5.95
SCALE: 1/24
KIT OR BUILT-UP: Kit
WHEELBASE: 90" (1/24 scale)
TREAD: 62" front, 60" rear (1/24 scale)
FRAME: Deep channel, non-adjustable, metal.
MOTOR: Classic CM-360, large Mabuchi.
MOTOR POSITION: Inline
GEAR RATIO: 24 tooth brass crown, 9 tooth steel pinion, for a 2.66:1 ratio.
BODY MATERIAL: Pre-painted, Vacuum-formed.
PICKUP TYPE: Non-drop arm.



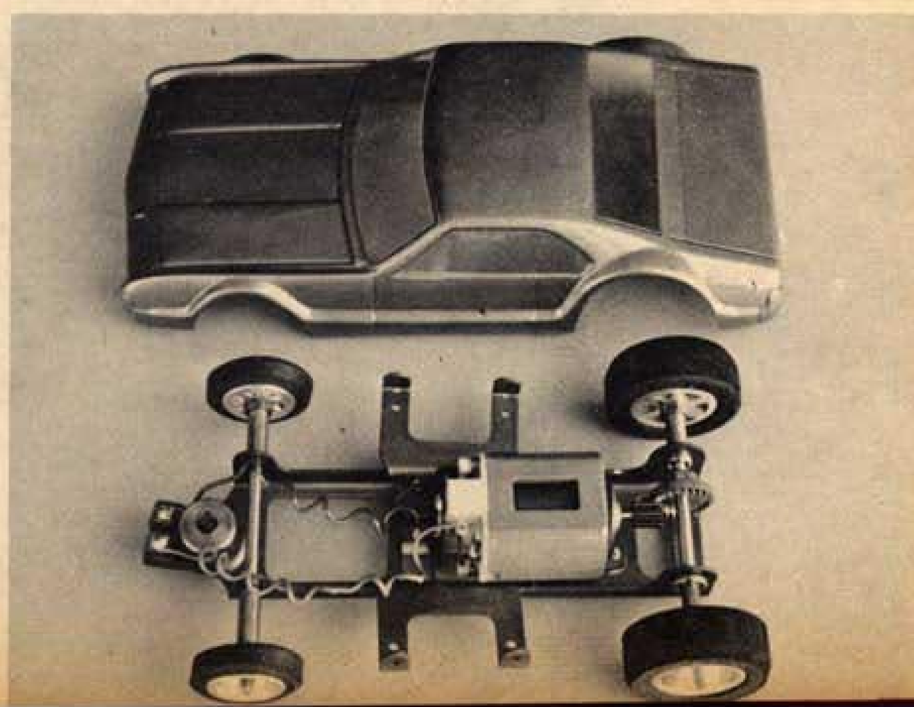
Replacement of the brass crown gear with a Cox crown greatly improves performance and cuts down on vibration. This is the only change needed to make this car a performer!



The pickup is a non-fallaway job. That heavy brass retaining collar could be replaced with a lightweight aluminum unit, to bring weight down lower.



Spray a piece of card stock flat black, detail a driver and glue him in place, then Scotch tape the entire thing in place.



The chassis is familiar to Classic fans. That's a Viper frame and big CM 360 can. The modified Toronado body comes pre-painted, in vacuum formed plastic.

DON EMMONS'

DETAIL FOR REAL

MODEL MAKING SECRETS FROM THE "PROS"

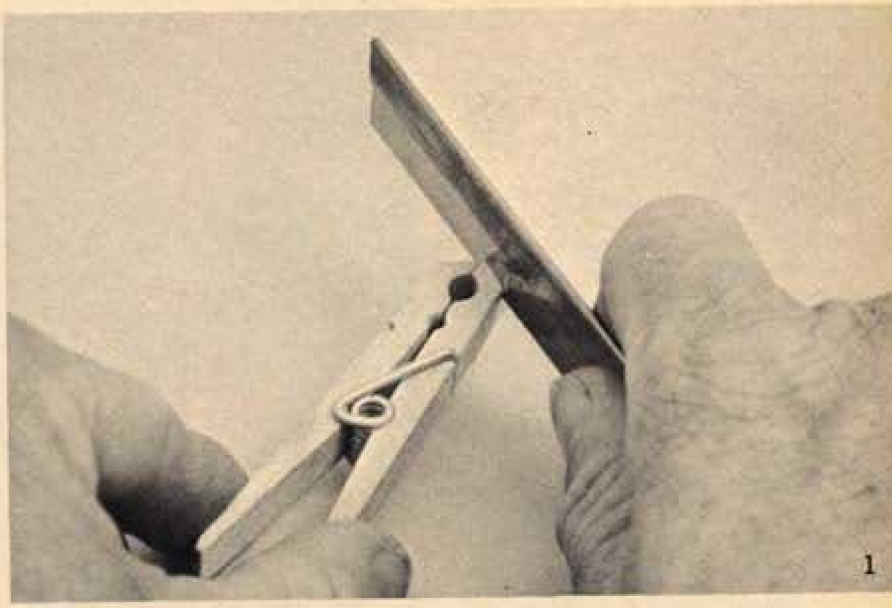
CLOTHESPIN PART HOLDERS

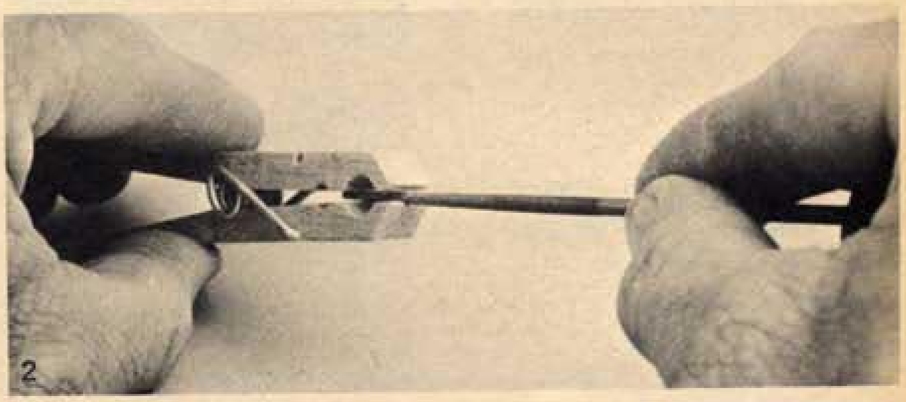
1 *Ordinary wooden clothespins make excellent holders for painting parts. Cut off ends at an angle for better grip.*

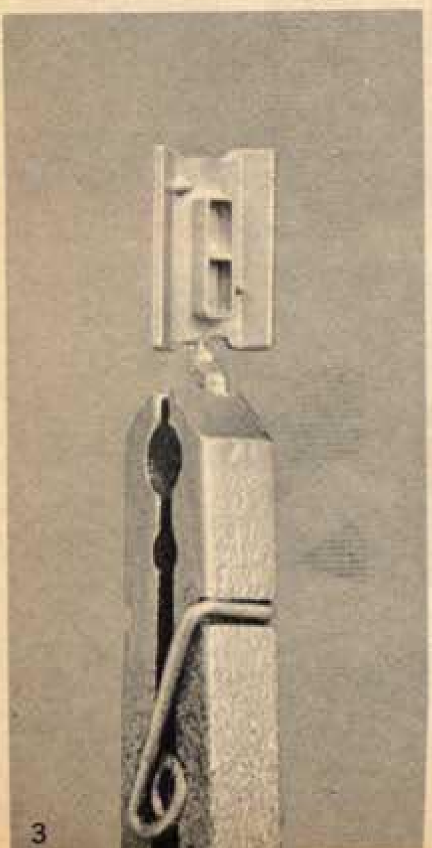
2 *Cut both sides away, then use a small round file to make a groove in both.*

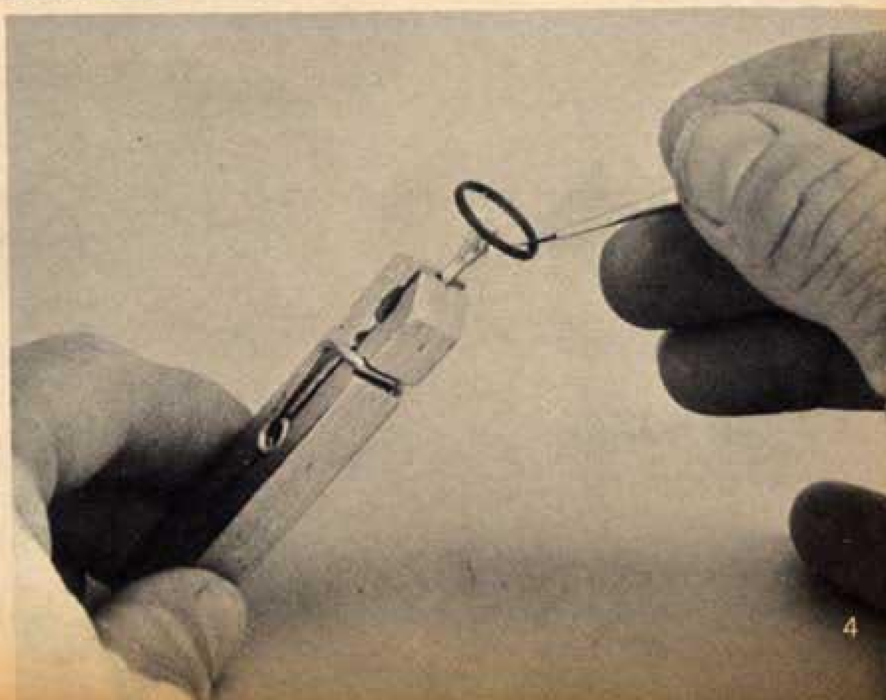
3 *Pin is used here for holding piece of plastic tree that connects to manifold. After paint is dry, cut off tree and touch up small spot.*

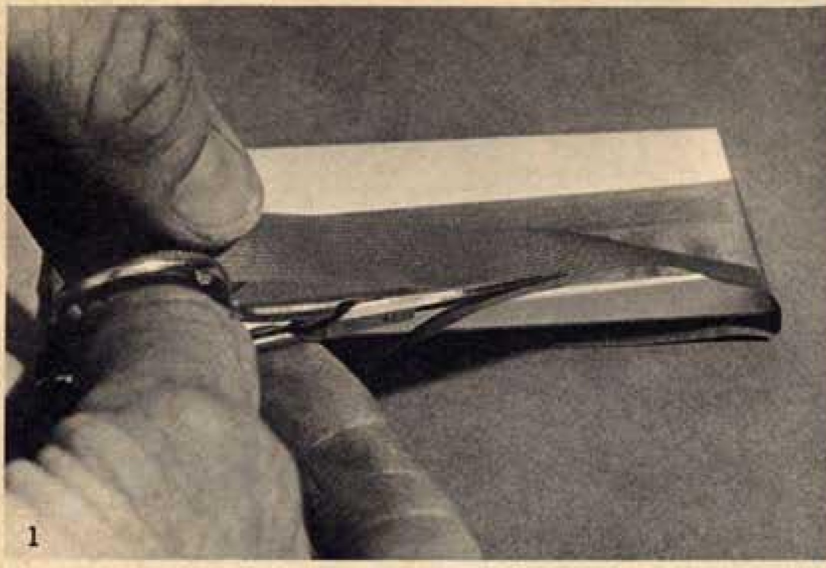
4 *The pin also comes in handy for holding small parts that are to be painted with a brush.*

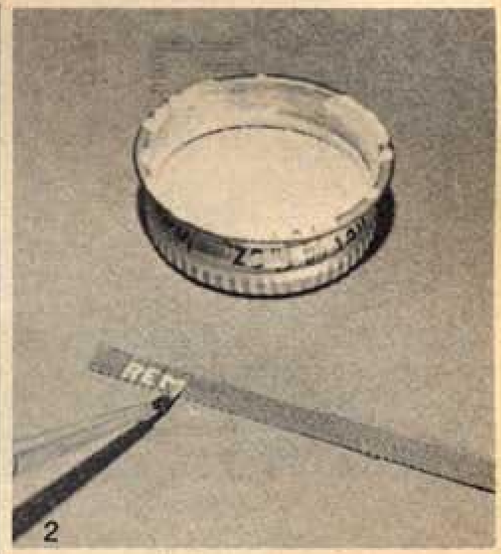












DRAG CHUTE DETAILING

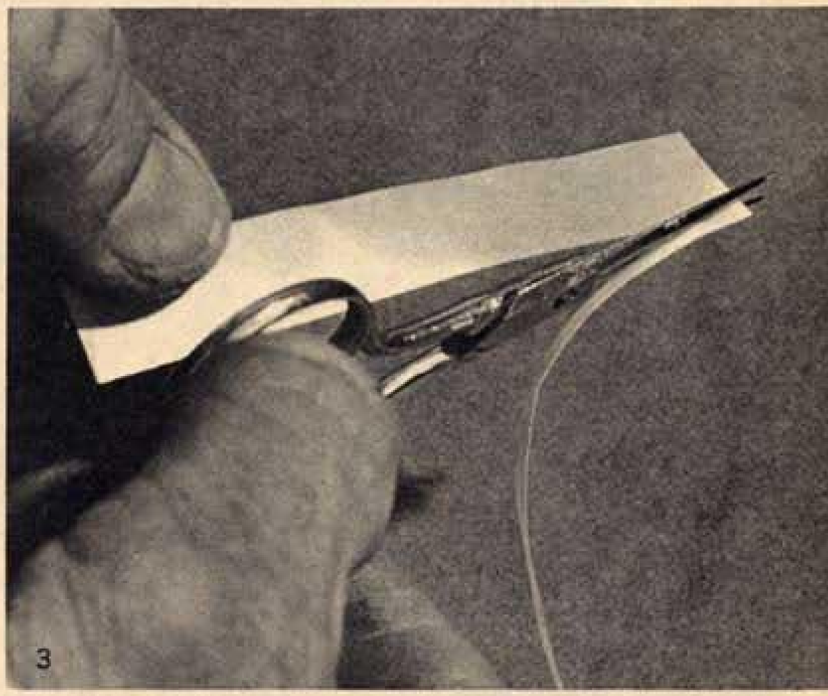
1 *A ⅛-inch wide strip is cut from Seamstresses Seam Binding tape. (Use red for flag)*

2 *Use flat white paint and a very fine brush to hand letter flag. Keep unit as small as possible.*

3 *Cut another length of seam binding tape using white this time. This will be used to duplicate webbing riser.*

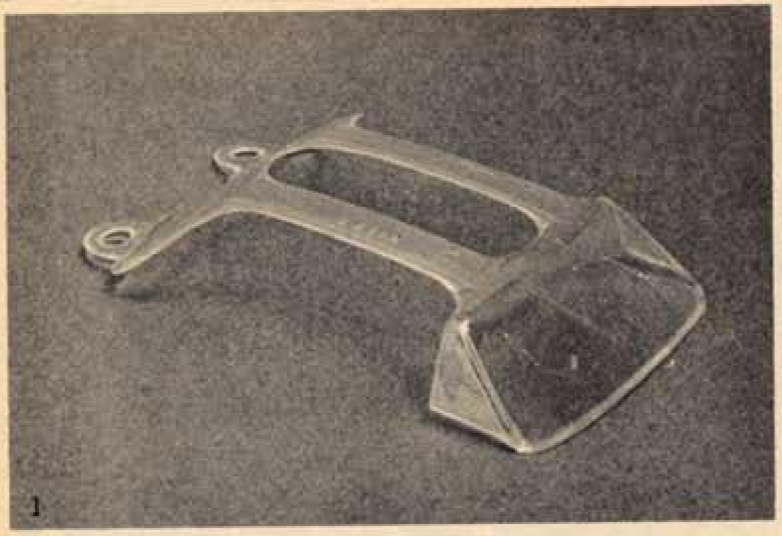
4 *Determine length strip must be to run from chute to anchoring position on frame.*

5 *Cut flag to shape; then cut a piece of very fine wire ⅛-inch long and glue one end to flag, other to chute.*

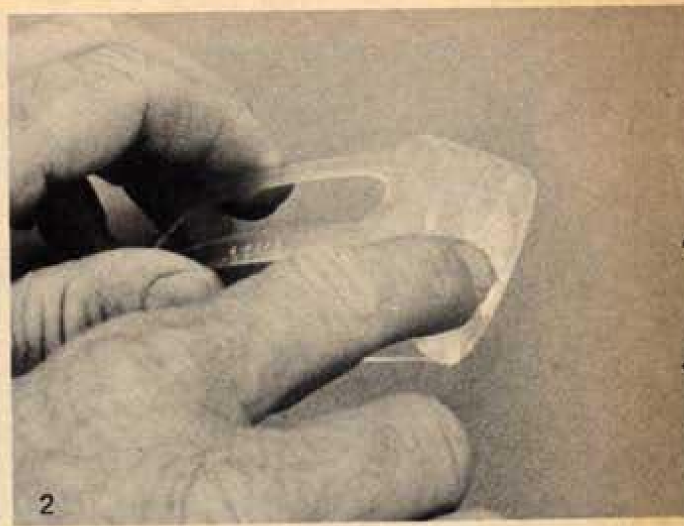




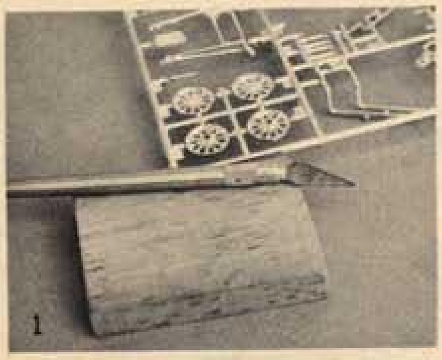




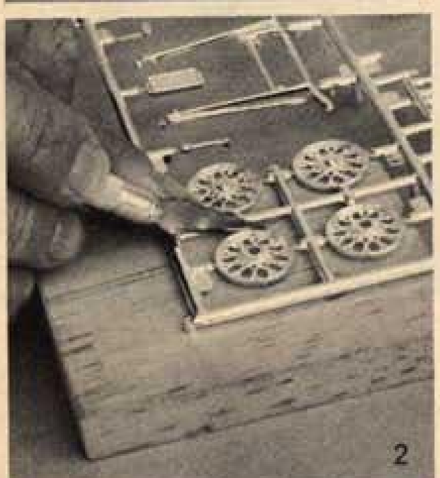
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WOOD CUTTING BLOCK

1 *A small block of wood is a handy item for the model builder's workbench. It can be cut from a scrap piece of wood as most any size will do.*

2 *Place the part that is to be cut from the plastic tree on the block and cut downward. The block allows you to apply pressure without breaking the part.*

THINNED PAINT FOR GRILLES, ETC.

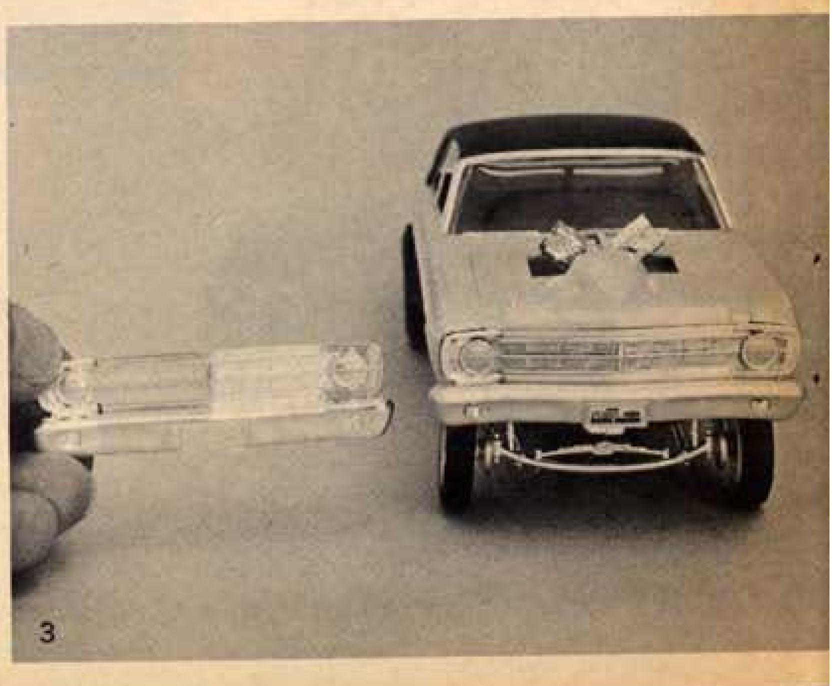
1 *By using Turpentine to thin down Flat Black paint, you get a good mixture for darkening backgrounds.*

2 *Paint should be thin enough to flow easily into the low areas of the grille leaving the grille bars chromed.*

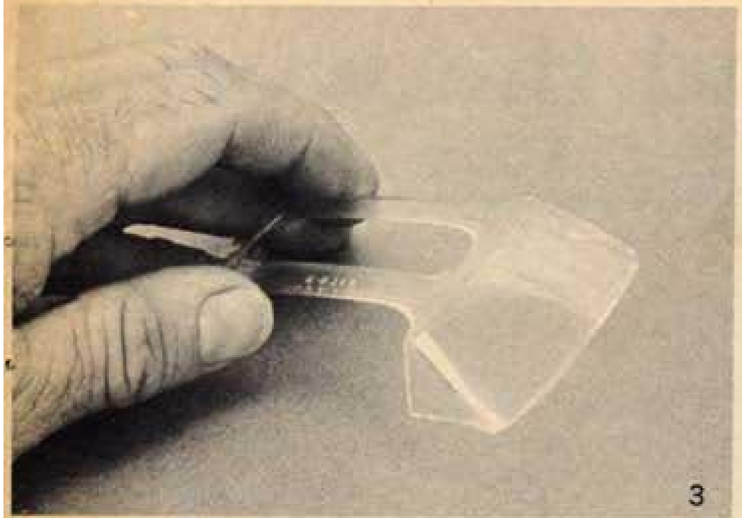
3 *Notice the realism added to the finished grille as compared to the unpainted one.*

4 *Try this method on other parts too. This '32 Ford radiator grille gets the treatment.*

5 *This simple procedure adds much realism with a minimum of time spent. Many other parts can be given more detail in this manner.*



3



3

REMOVE SCRATCHES FROM CLEAR PLASTIC

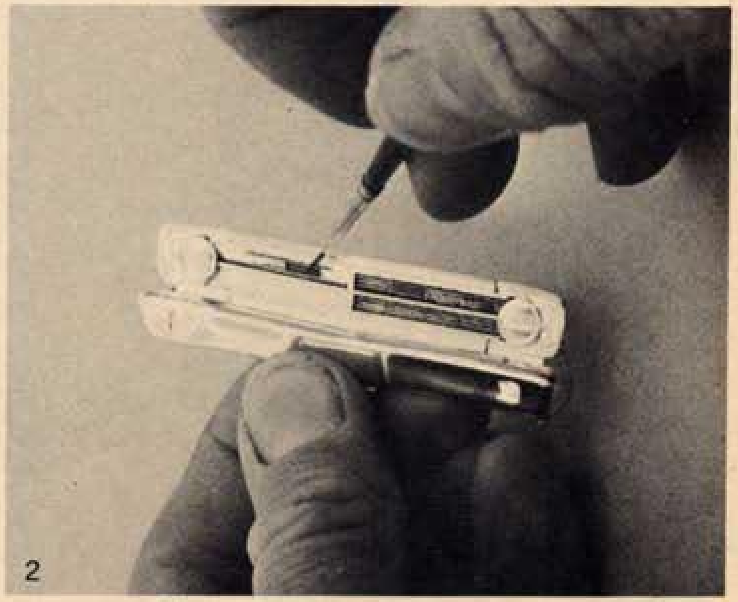
1 *The window unit has been marred by other parts in the kit box. All modelers have had this trouble at one time or another.*

2 *Clear plastic can be made to look good as new by using toothpaste as a rubbing compound. Hold the part firmly.*

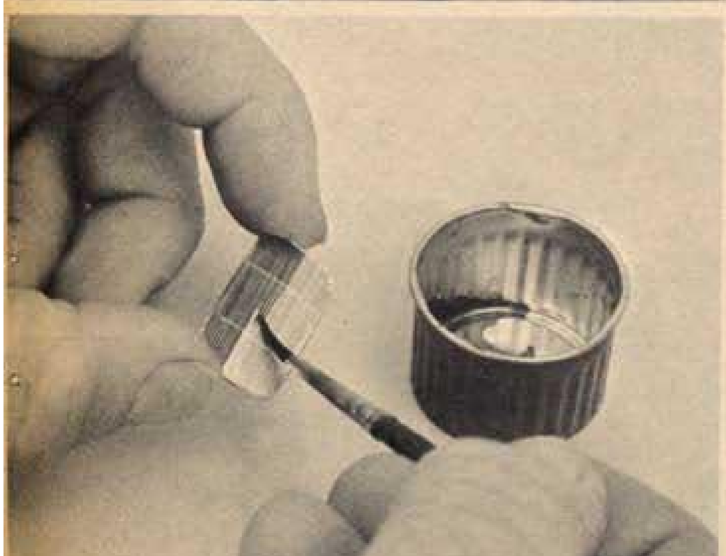
3 *After toothpaste has been washed off, dry the part with a soft cloth. Stubborn scratches may need another application.*



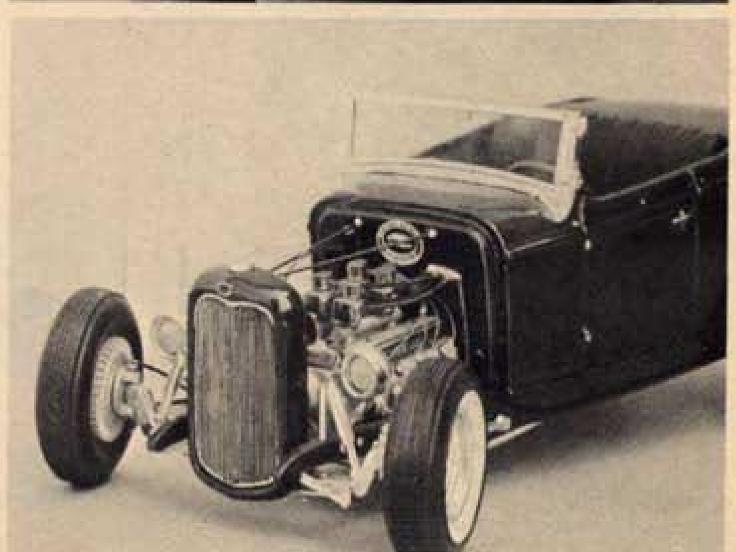
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Around the world

HOW CHAMPION OF GEORGIA TOOK THE DARE, AND SENT THREE OF THEIR RTR'S

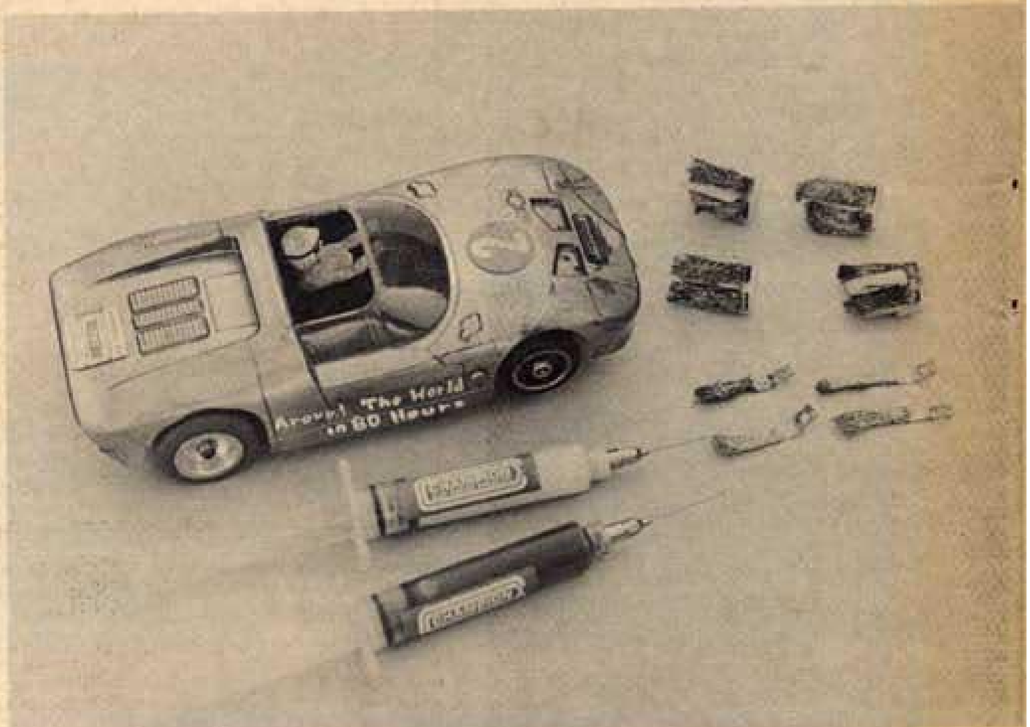
By GEORGE SIPOSS

Under the boiling hot California sun and through desert cool nights, three slot cars set out last August 11, to set a new Endurance Record. Target: run a distance equivalent to the world's circumference in 1/24 scale, 1036 *actual* miles in 80 hours! Reminiscent of the "'Round the World" automobile races of the bygone days, three standard Ready-to-Run cars, manufactured by Champion Slot Racing Products of Chamblee, Georgia, ran on an outdoor track in front of Santa Ana Raceways in Santa Ana, California.

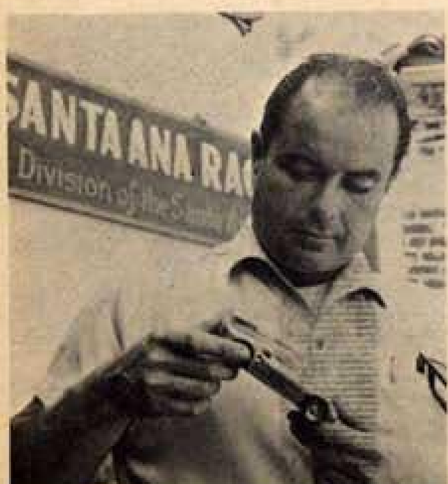
John Hale, owner of Santa Ana Raceways constructed the track from hardboard, painted it with vinyl paint and applied brass power tapes to the center track, aluminum tape to the outside track.

The hot sun played havoc with the track surface which buckled up here and there causing the cars to become airborne and sometimes even crash out, thus simulating actual racing conditions. The slot itself wasn't exactly super smooth either . . . after all, you wouldn't expect to find freeways everywhere around the earth. Corrosion on the aluminum tape slowed the two outside cars down until finally brass tape had to be applied.

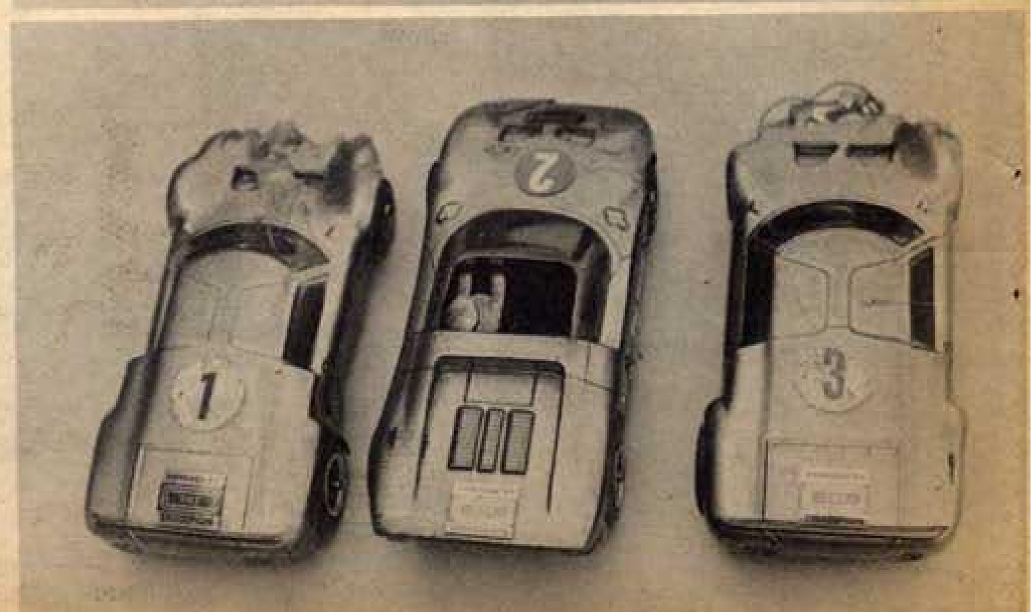
As soon as one of the slots was completed, a car was put on it and the test began. Thus, the first car started at noon



Ready-to-Runs are popular with many new Thumbs, mainly because they're convenient. But have they really got any muscle . . . to go fast and hang in there? Champion says yes! And here are three of their RTR's to prove it.



Several racing notables came by to check the action, including Jerry Grant, Dan Gurney's teammate. Thinkin' of maybe changing scales, Jerry??



in 80 Hours!

CHARGING OFF TO FACE THE CHALLENGE OF A VERY DIFFERENT ENDURO.

on Thursday, the others followed it starting at 2:45 p.m. and 4:55 p.m. respectively. Imperfections had to be repaired while the cars kept running. It was exciting to watch the "track crew" work, with a car buzzing by at every 3 seconds or so at a pre-adjusted speed of 20 feet per second. Five people manned the track in relays. The four-day spectacular was open to the public. It was



AROUND THE WORLD IN 80 HOURS

TOTAL ACTUAL DISTANCE: 1036 miles

	Lap Length	Total Laps	Actual Running Time
Inside Lane	70.16 ft.	78,080	80.3 hrs.
Center Lane	73.6 ft.	74,240	78.6 hrs.
Outside Lane	75.7 ft.	72,161	80.8 hrs.
		Average	79.7 hrs.

Routine pitstops for all cars: Pickup braid replacement every 100 miles. Guide blade replacement every 200 miles. Oil, grease every hour.

Tire material: Silicone	#1	#2	#3
Initial rear tire diameter:	1.122	1.125	1.122
Final rear tire diameter:	1.110	1.119	1.100
Total wear per surface:	.006"	.003"	.011"

Type of lubricant used: Champion Oil, Champion (White) Gear Lube (Both in hypodermic)

All cars and parts were stock, manufactured by Champion, Chamblee, Georgia

Names of track crew: Jack Hale, Bruce Plecan, Don Pimke, Jim Benson

Taking the dare of an 80-hour, "right-out-of-the-box" enduro, Champion sent their RTR's on a 1036 mile trip around a specially built track at the Santa Ana Raceway, in Santa Ana, California.

To add an extra challenge to the go-around, Champion agreed to race outside, under the hot Santa Ana sun. A team of local Thumbs, strictly nonpartisan, checked the laps and performed routine maintenance.



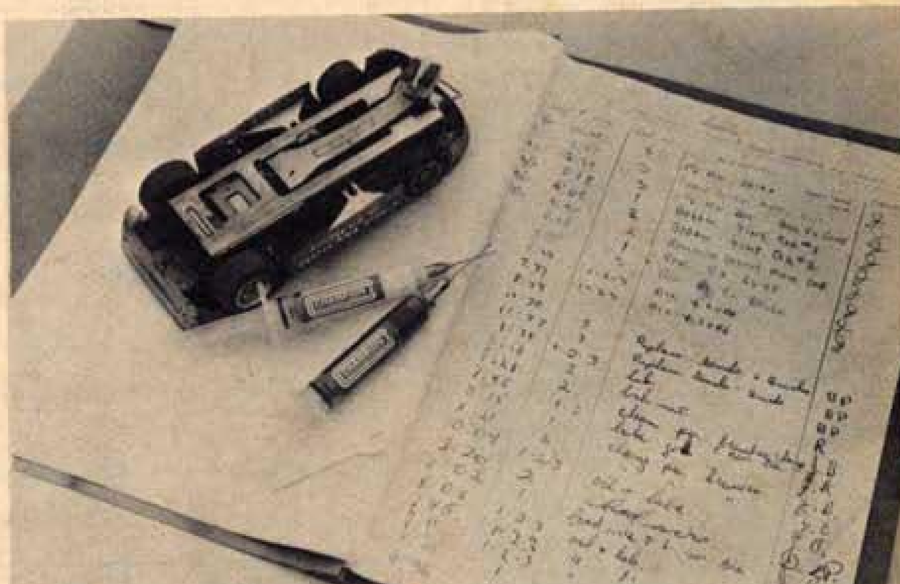




The sharp difference between the temperature at noon and in the evening caused the track to buckle, making the trip even tougher. But the cars kept going 'round.



Through three cold nights and four blister-breaking days, the cars ran on; even while the pit crews made quick repairs on the track surface.

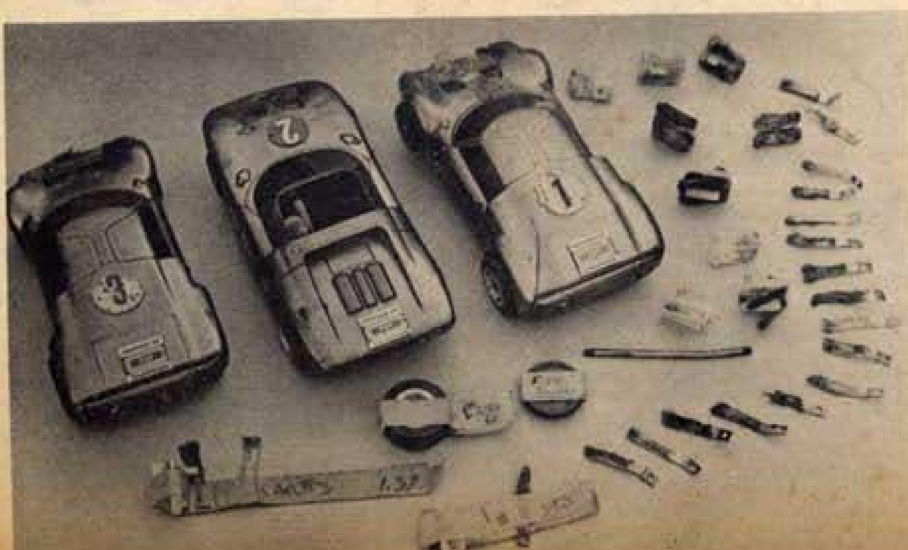


A signed log was kept of all periodic servicing and emergency repairs. The cars were brought in every 100 miles for braid changes, 200 miles for guide shoe swops, and every hour for lube jobs.

inevitable that some of the cars got deslotted by a bystander's hand on the track. The only major damage resulting from such encounters (and subsequent crash-outs) was a bent front axle and a chunk of rubber thrown by one of the rear tires. A complete log was kept of all the routine stops (for lubrication) as well as emergency repairs. Visitors were asked to sign the Guest's Log as well. We found such names as: Jerry Grant, (Dan Gurney's teammate), mechanics from All American Racers, magazine editors, Jonathan Thompson (Research Editor of Road and Track) and local personalities.

Here are some technical details: Seven sets of pickup braids were used as well as five nylon guide flags for each car. One gear tooth was damaged and its mating motor pinion was replaced. Front and rear tires have not been changed. One car had a bent axle. But no motor trouble whatsoever was experienced. All in all, not a bad showing for the RTR World. Any Scratch fans care to match the distance?







Champion's racing machines weren't any too pretty when the show was over. But after going in circles for 80 straight hours, you wouldn't look so good either. And in spite of the grime and bruises, the cars were still in great running shape.

Out Of Control

A LIGHTER LOOK AT THE
WACKY WORLD OF SLOT RACING



"And here's a bittie dollie for your toy box, little girl . . ."







READY...SET...HO!!

THE MCS Guide to Better "Wee-Scale" Racing . . . or, Here's Where We Try to Answer Some of The Most Often Asked HO Questions.

We get *millions* of letters each week . . . well, we get *thousands* of letters each week asking . . . we get three or four letters a week from H.O. fans around the world . . . well, from several states asking . . . actually there's a guy across the hall who keeps bugging us with questions like "Will my X-Ray wee-8 H.O. car run on Aurora's new H.O. layout?" Questions like this are common, so to settle the confusion once and for all, we've compiled this chart. It should help considerably, but you have to be cautious to a certain extent. For instance, all the cars and tracks listed are for DC (direct current) power supplies. If you have an H.O. track with an A.C. (alternating current) power supply, and the chart says other *track* is compatible, you can indeed match up the track, *but not the cars,* since we have only listed cars with DC motors.

Most H.O. companies sell an accessory that is most useful to the fan who wants to expand his set, or join up with a buddy who has a large layout of another brand. This accessory is a "combining section", or "track adaptor". It usually costs no more than just the price of a regular piece of straight track, but it's worth its weight in gold! Atlas has one that combines their track with Aurora or Marx, for just 79 cents. Lionel has one that combines their track with Aurora or Marx, so take your choice.

For pennies then, you can join an Aurora set to a Marx, Lionel, or Atlas set, or any combination of the four, giving you nearly endless track combination possibilities! Keep in mind however, that if you go from say, an Aurora set to a Lionel, it will take two adaptors, since you also have to eventually go from the Lionel section back to the Aurora. This applies to any of these combining sections. However, by looking at the chart you will see that some makes of tracks will simply clip right together, with no adaptor necessary.

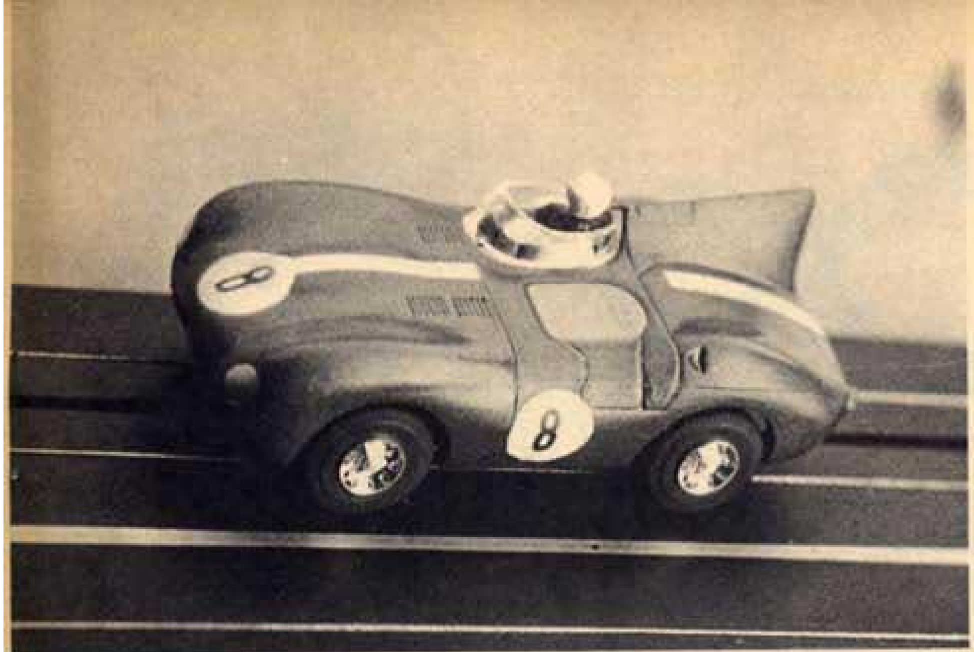
Think of this for a moment! Say you have a large Atlas track, but you simply drool over that #1508 Aurora bridge track section. By purchasing two Atlas adaptors and the Aurora bridge section, you can incorporate it right into your Atlas layout with no problems at all!

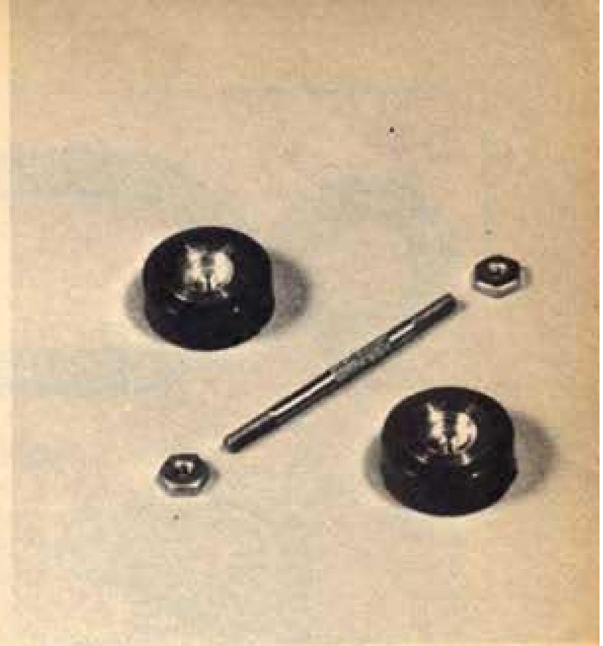
We realize that a great many people prefer the kind of track they are using, over other makes, but even if you are one of these "purists," you should delve into the available accessories that the other companies handle. Sometimes it's the only way you can find just exactly the component you are looking for. Your stable of cars, for instance, can be expanded to a fantastic number, because a quick glance at the chart reveals that any car listed will fit any track listed! However, we did not take into consideration some of the H.O. cars made for diode operation on AC tracks. The cars and tracks listed are conventional DC units. If you own a car with a diode setup, you can use it on regular DC tracks, simply by removing the diode! It is a simple job, and this maneuver will allow you still greater freedom to expand!

Although there are not nearly as many new releases being made in the H.O. field, as compared to 1/24 or 1/32 scale, there is a fantastic variety of really good equipment on tap. Now that you know what fits what, you can plan that new layout with a whole new, fresh approach!

You can go the H.O. route for pennies! These are just a few of the fantastic selections available from Aurora. Like all of the other cars in the chart, they'll run on any of the tracks listed.



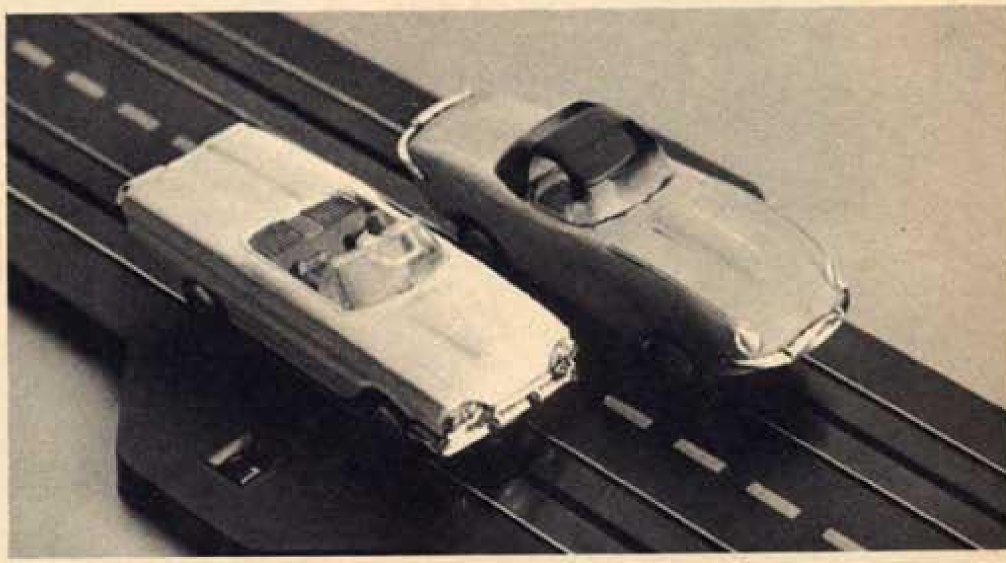




Tyco's D-Jag is a sharp looking machine. With proper detailing with a #000 brush, you can have a real replica of this famous LeMans winner. And it goes!

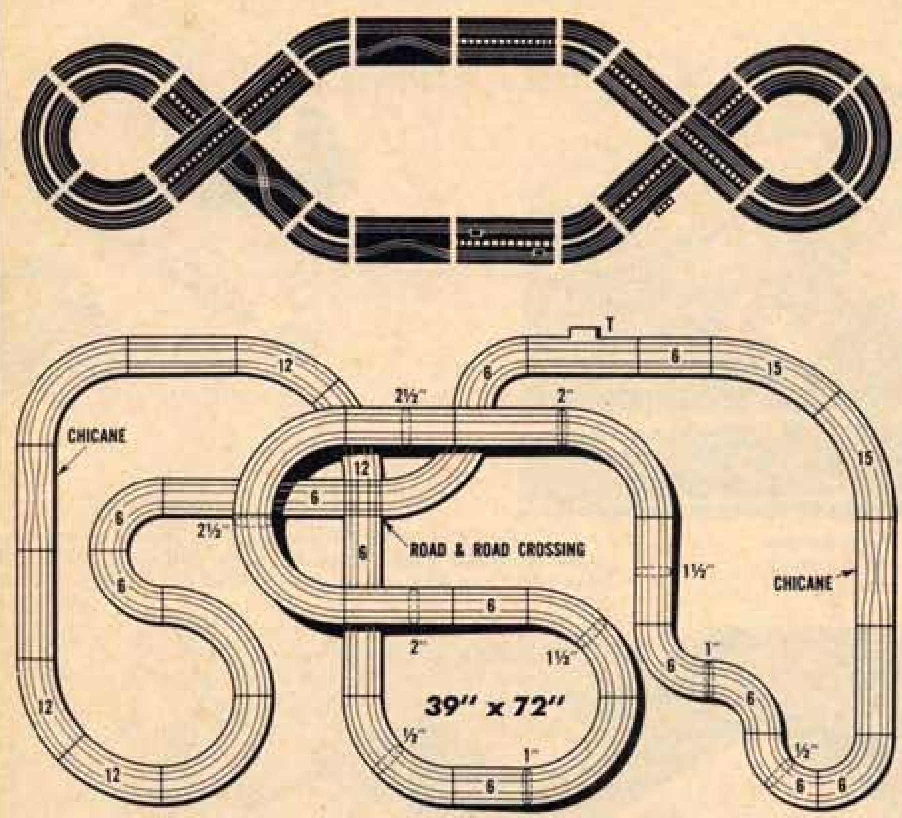
AJ's TK-100 SK Sil-i-kone kit includes wheels and pre-mounted slicks, threaded axle, and nuts, for $1.25. They'll fit any HO car, and the added performance is out of this world.

Lionel's T-Bird and XKE Jag fight it out over the counting section. When combining sections are utilized, any accessory made by any company can be incorporated in your layout.

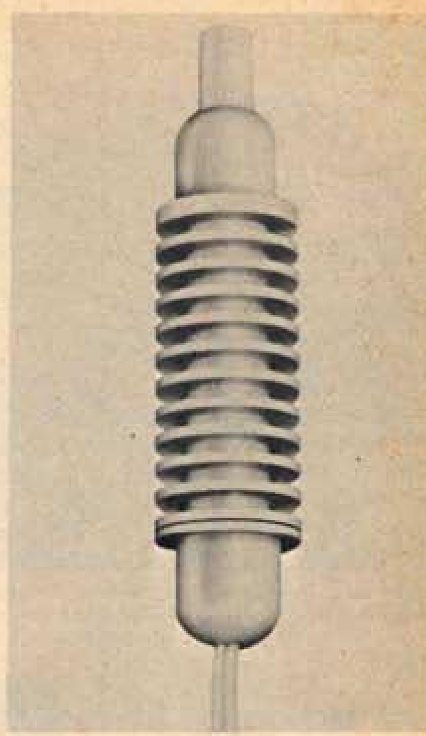


Aurora's Ford GT is a spectacular beauty, and tremendously rapid! Want some real fun? Make up your next race field with a car of each make, and have it out!





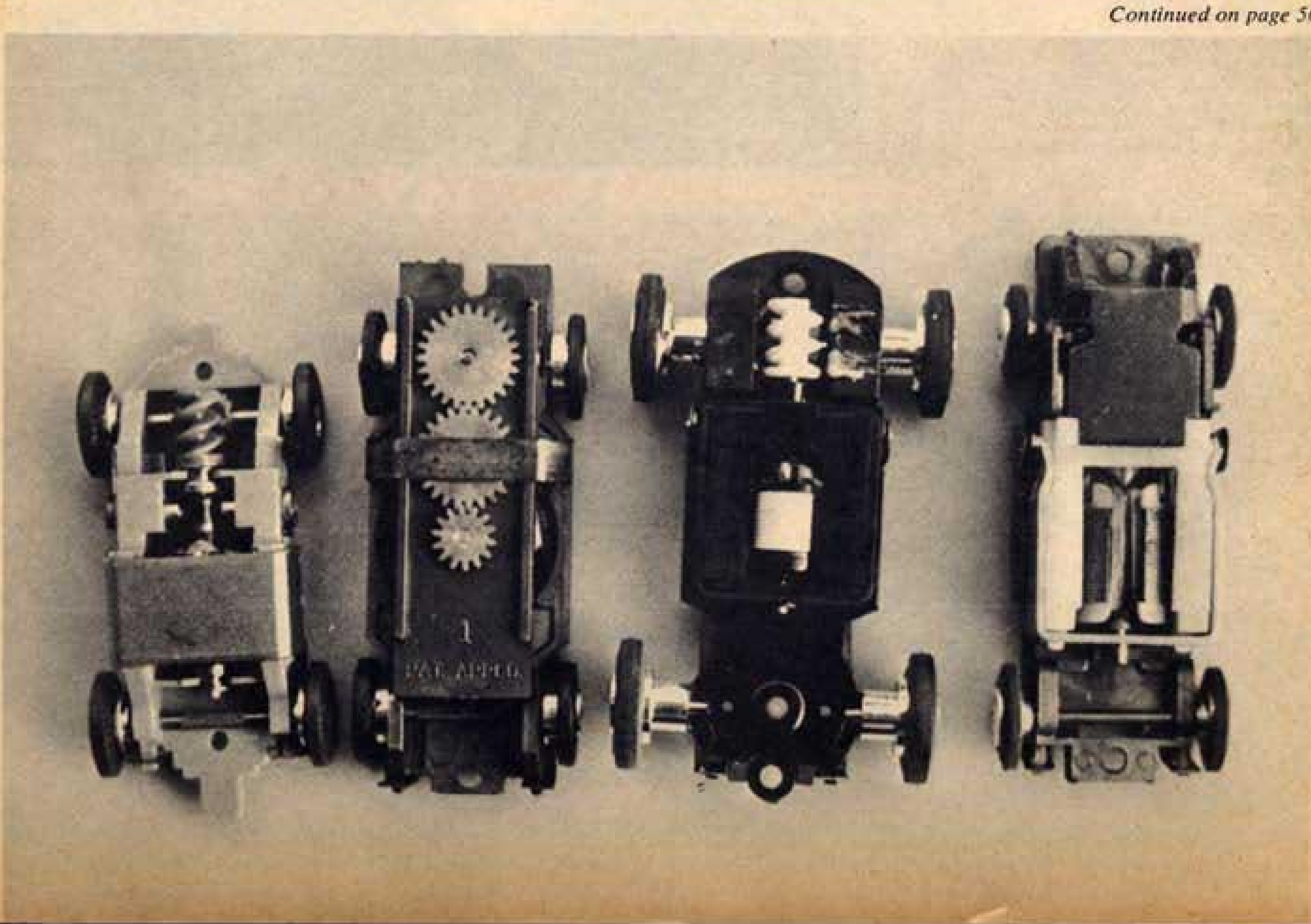
The variety of complete track sets on the market is astounding. Your best bet is to send to each company for a catalog, then make your choice of equipment from that.



Did you know that any H.O. controller can be used on any of the tracks listed? If you like one controller better than the one you have, buy it!

The Atlas (left) and Tyco (second from right) utilize worm drive, while the Aurora (second from left) and Lionel (right) use gear drive. They all seem to get the job done!

Continued on page 56



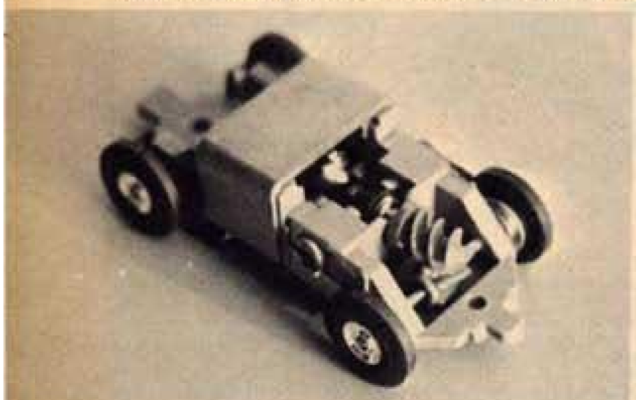


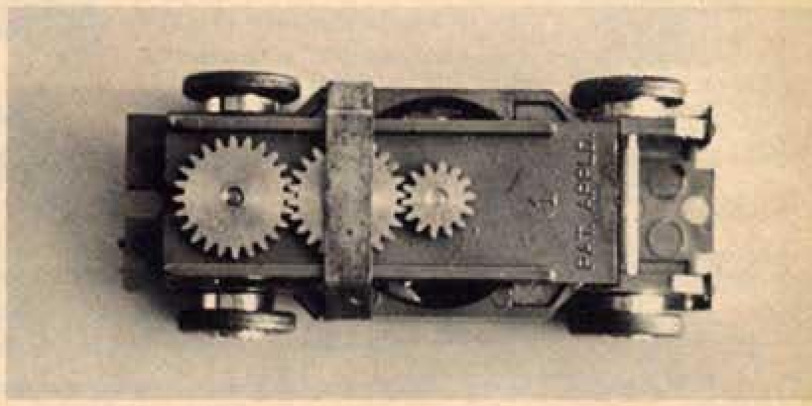
Atlas has a great line of red-hot, highly competitive machines. We especially dig that $2.98 price tag that is more or less standard on all H.O. machinery. This one is their Lola GT.

A close-up of the worm drive (left) and gear drive really points out the difference between the two methods.

MAJOR H.O. MANUFACTURERS

Allstate (Sears & Roebuck)	See any Sears mail order catalog.
Atlas Tool Co., Inc. 378 Florence Ave. Hillside, N.J.	Send 25¢ for layout book and complete catalog.
Aurora Plastics Corp. International Sales 200 Fifth Ave. New York, NY.	Free catalog.
Eldon Industries, Inc. 2707 West El Segundo Blvd. Hawthorne, Calif.	Free catalog.
Faller Charles C. Merzbach Co. 95 5th Ave. New York City, NY 10003	Free catalog.
The Lionel Toy Corp. Hoffman Place Hillside, N.J.	Free catalog.
Tyco Mantua Metal Products Co., Inc. Woodbury Heights, N.J. 08097	Free catalog.





MCS H.O. SWAP CHART

CARS

	ALLSTATE	ATLAS	AURORA	ELDON	FALLER	LIONEL	TYCO
ALLSTATE (SEARS & ROEBUCK)	X	X	X	X	X	X	X
ATLAS	X	X	X	X	X	X	X
AURORA	X	X	X	X	X	X	X
ELDON	X	X	X	X	X	X	X
FALLER	X	X	X	X	X	X	X
LIONEL	X	X	X	X	X	X	X
TYCO	X	X	X	X	X	X	X

("X" indicates the cars listed at the left will run on the track made by the company listed at the top of the column.)

TRACK

	ALLSTATE	ATLAS	AURORA	ELDON	FALLER	LIONEL	TYCO
ALLSTATE (SEARS & ROEBUCK)	X	X*	X*			X*	X*
ATLAS	X*	X	X*			X	X*
AURORA	X*	X*	X			X*	X*
ELDON							
FALLER							
LIONEL	X*	X	X*			X	X*
TYCO	X*	X*	X*			X*	X

(means one or more combining sections must be used; Absence of the * means the tracks will fit together directly.)*



NOW! THE BIG THREE FROM K&B



MAKO SHARK: 1/24 scale ready-to-race — Under the blue flake body you'll find the real difference — Die cast mag.-aluminum alloy chassis with low center of gravity. Exclusive CORTINA mechanical brakes (pat. applied for) and powered with the high performance HELLCAT MOTOR. The MAKO SHARK will eat up the competition! #1853 lists at only **$13.95**



THE SPORTSMAN:

Hot is the word for this ready-to-race beauty powered with the Royal Bobcat Motor. Features POSI-LOK wheels and gear — Rugged aluminum chassis with weighted drop flag — Precision concentric wheels and tires ground and trued on axle. A real track hugger! #1852 lists at only **$10.95**



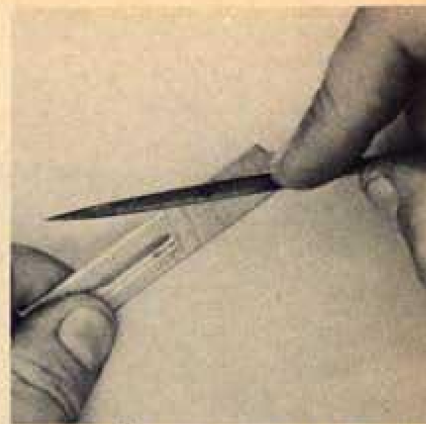
BATMOBILE*: Fabulous kit comes with completely assembled chassis of die cast mag.-aluminum alloy. Kit includes painted body, red dome light, molded canopy, Bat hub caps. Chrome accessories. Exclusive CORTINA mechanical brakes (pat. applied for) and powered with the fabulous HELLCAT motor. #1878 lists at only **$14.95**

*Authorized by the Licensing Corp. of America, sole and exclusive agents for National Periodical Publications, Inc.

K&B AURORA

K & B MANUFACTURING Division of Aurora Plastics Corp. **DOWNEY, CALIF.**





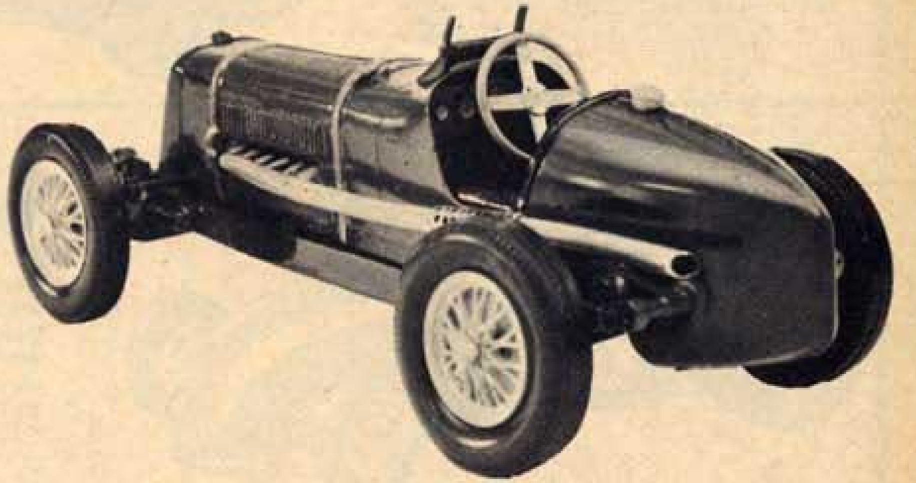
First step in assembling any kit is to read the instructions thoroughly, fitting each part temporarily in place. Next, excess casting flash, thin flaps of metal on the edges of the casting, must be filed down with a jeweler's file.

Autokits Type 35B Bugatti kit includes excellent cast metal parts and rubber tires.

Realism is a METAL Model

...AND A HEFTY HUNK OF DETAIL CHALLENGE

By BOB SCHLEICHER



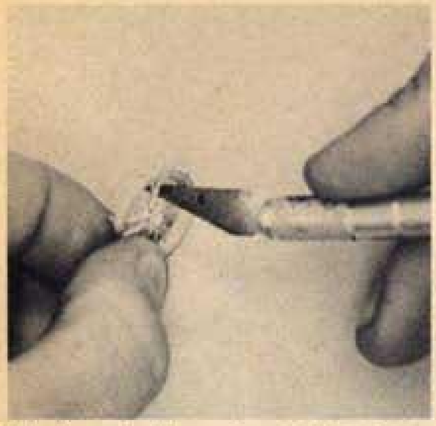
A MODEL CAR MADE OF METAL has a certain indescribable look of quality and a very obvious heft you cannot duplicate in plastic. It is a superior, and more expensive material. Several European craftsmen custom build display models which they form by hand from



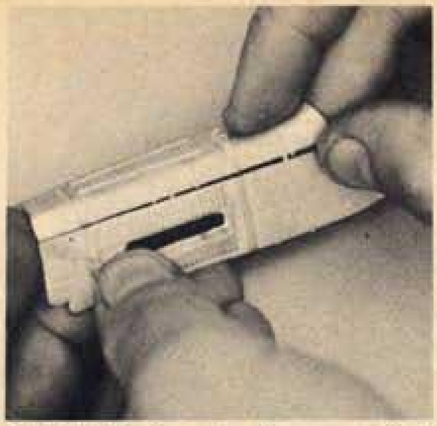
The Autokits Bugatti is a fitting display companion to the ERA, since the full size versions often raced together in Europe during the 1930's.

metal sheets. They carry a custom made price too, usually $300.00 to $1,000.00, or more. Out of the question? Yes, but don't discount metal entirely.

Model car kits made of cast metal, at the relatively low price of $14.95, offer the model car collector a change and a challenge. These 1/24 scale cast metal cars are made in England primarily for the serious model builder. Their limited production, excellent detail, and the sheer bulk and mass of the completed model



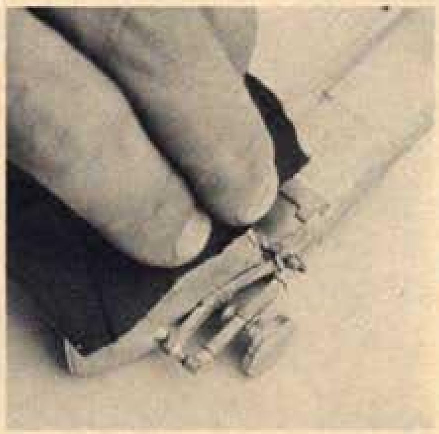
The Xacto knife can be used to trim excess flash from small areas such as between the wire wheels.



Fit the body pieces together, as outlined in the instructions, and hold in place with masking tape on the outside.

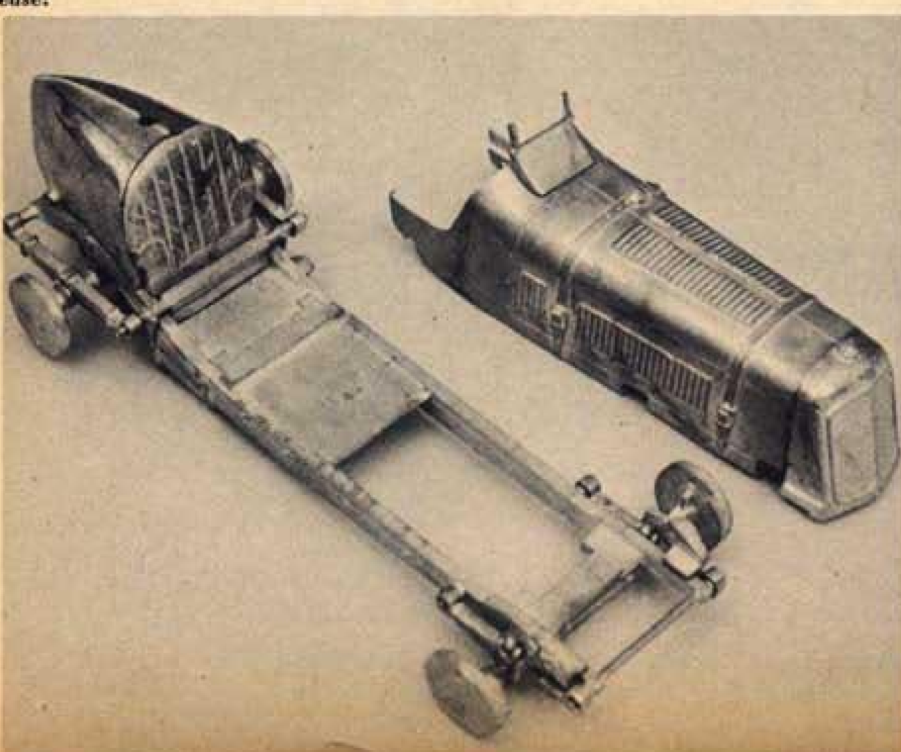


Slow drying epoxy should be used, on the inside of the body, to bond each joint. All of the smaller chassis pieces can be assembled in the same manner.



After the epoxy has set overnight, sand the joints between the parts smooth with fine emery cloth. Body finishing, from here on, is almost identical to that used on the metal bodies of full size cars.

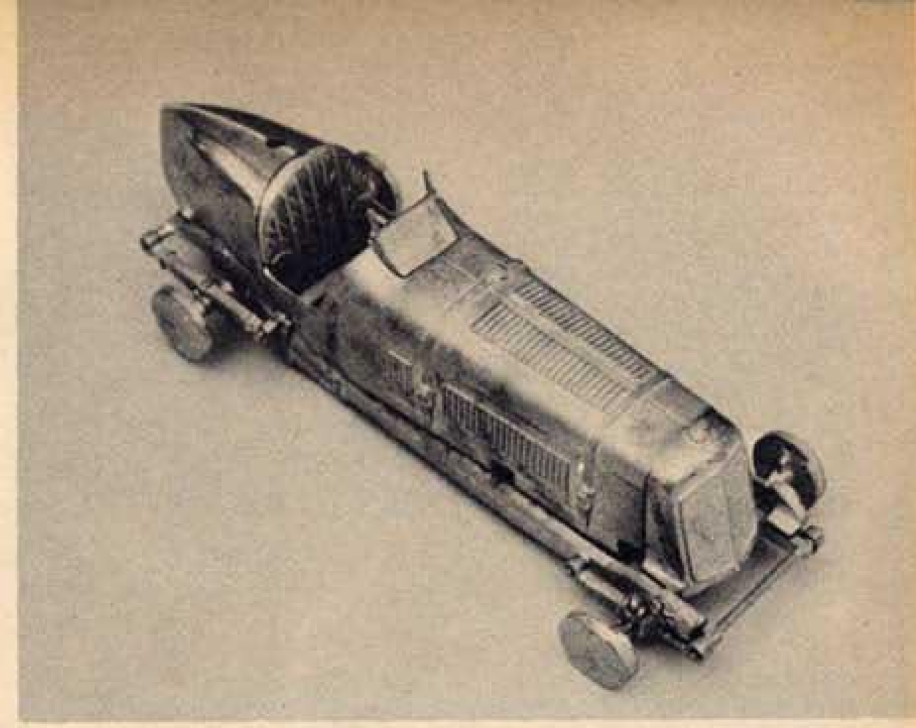
It is best to leave the body in two or three major units so that you can paint the interior panels, dashboard, etc., with ease.







Temporarily assemble the major body sections, check for perfect fit, and sand rough joints or panels smooth.



make them an investment worth considering.

At present the following kits are available:

1962 BRM G.P.
1963 BRM G.P.
1963 Lotus 25 G.P.
1965 Lotus 38 Indy
1964 Lotus 7 Sports
1961 Ferrari G.P.
1965 Porsche 904 Sports
1927 Bugatti 35B G.P.
1934 ERA G.P.
1934 Alfa Romeo P3 G.P.
1929 MG "M" Type Sports

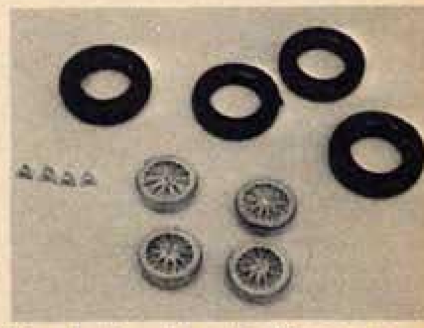
Most of these are not available from any other manufacturer of display models so your building efforts will be rewarded in having a unique model that you won't find in every hobby shop. Taken as a whole, the collection includes representative examples of the very best in the history of the racing automobile.

The pictures show the assembly of the Autokits 1934 ERA. The ERA and the Bugatti 35B are pictured completed. The same basic technique of fitting, taping and epoxying, sanding, priming, and painting is followed with any of the kits in this series.

The kits are available only from Collector's Corner, 9034 Sunset Blvd., Los Angeles, Calif. at $14.95 each or two for $25.00, plus 50¢ each handling and 4% sales tax for California residents.



Spray the entire car with primer, either Pactra Body Shop or AMT, and finish it with an appropriate color. The E R A was sprayed with Body Shop green lacquer.



The wheels and knock-off caps can be given a light coat of silver lacquer and then epoxied in place, with the tires, on the axles.

There is no question that the completed models are realistic, accurate duplicates of their prototypes, and the weight and mass of the model gives them a one-of-a-kind, custom look that is most satisfying to the modeler. The Ferrari, BRM's, ERA, MG, Lotus 7, Alfa, and Lotus 25 have definite value as collector's items since they are not available as display models elsewhere. The other kits, however, are available in plastic from American manufacturers.





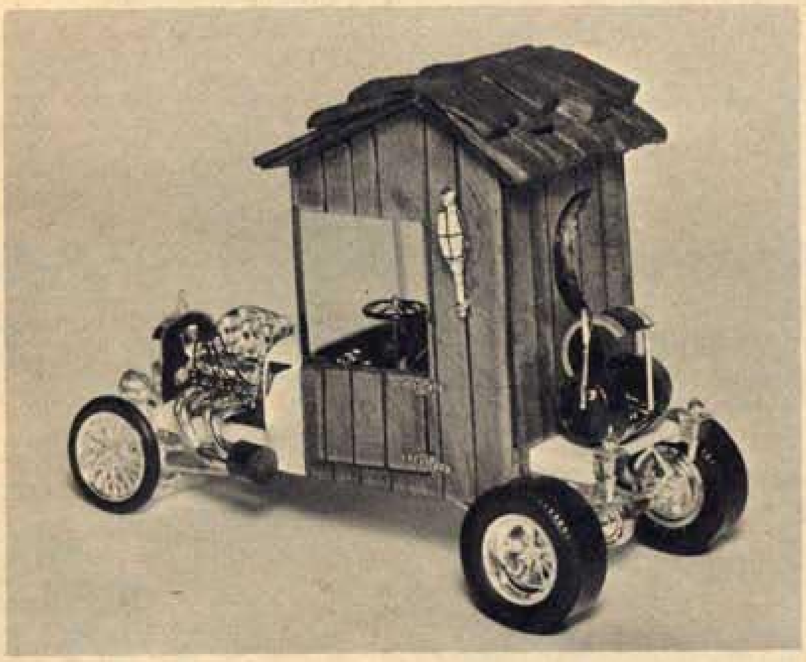
The final paint details such as springs, hood straps, and dashboard can be brushed on. Be sure to use a flat, not a shiny, paint for the upholstery. Epoxy the final body joint in place.



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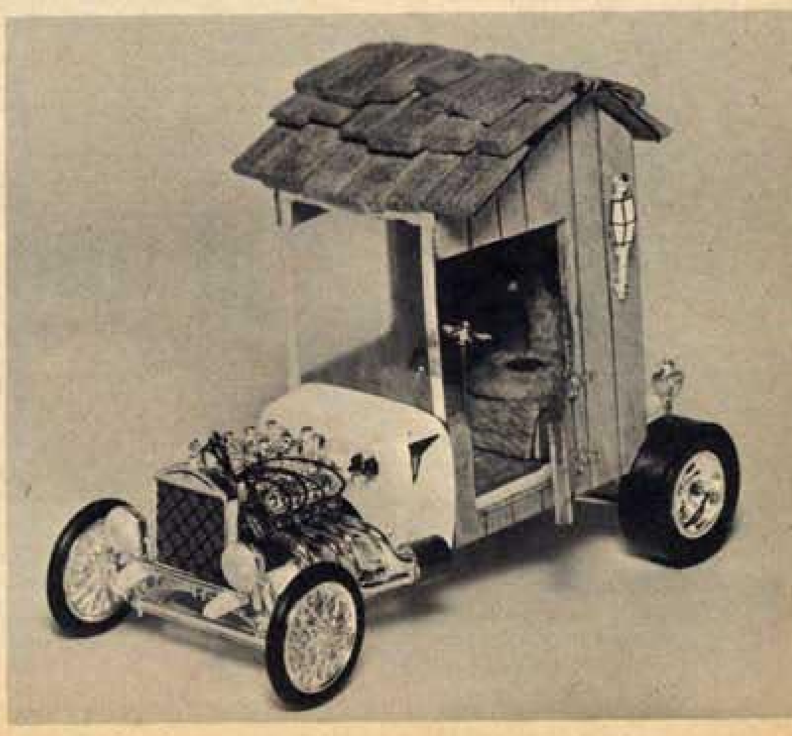


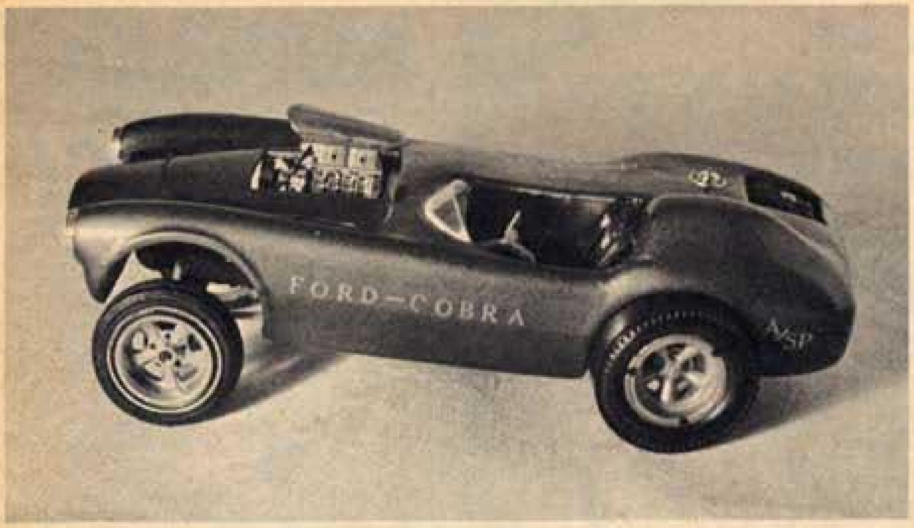
MCS: MODEL OF THE MONTH CONTEST



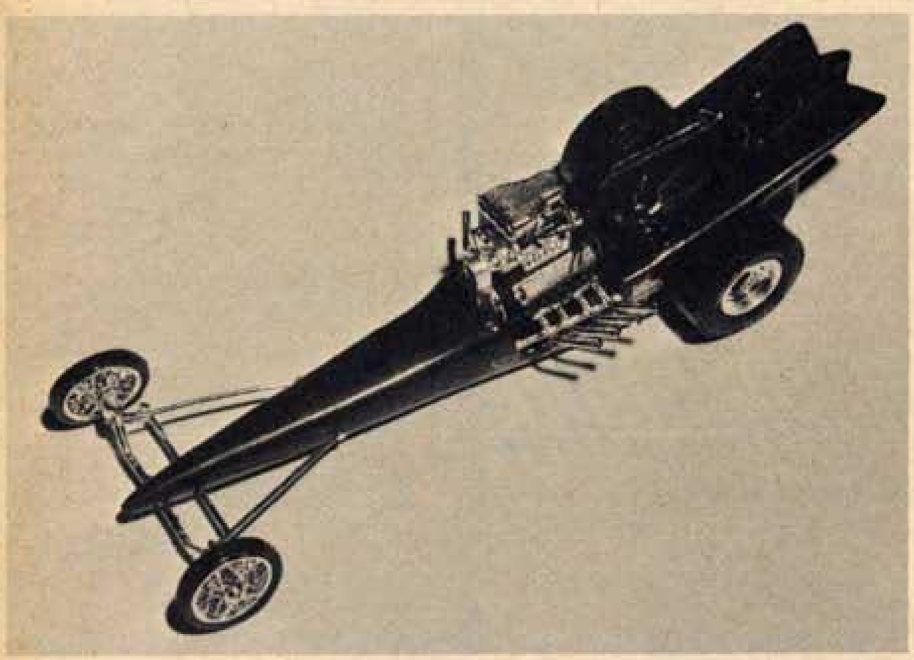
THE WILDEST WHEELS . . .on any custom scene, and the runaway winner of this month's $25 Saving's Bond is "The Outhouse" from Keith Schafer, 122 Orchard Drive, Buffalo, N.Y. Based on the frame and cowl of AMT's '32 Vicky, riding on Revell's Custom Car Part's chassis.

Roof shingles were fashioned from separate pieces of balsa; walls from wood, based on cardboard templates. Driver's seat was cut from balsa to resemble standard "O.H." equipment.





Built to meet NHRA Drag spec's, this competition Cobra (AMT) from Jim Rudy, Chevy Chase, MD., sports a shortened Willys' frame, and the Tony Nancy injection and blower on a wired 427 Ford-Cobra mill.



From Bill Anderson, of Houston, Texas, came this scratch built (nice job) balsa dragster, with power ala 427 Ford mill. Finish is red metal flake, with red corduroy interior.

From Camp Casey, Korea, and Spec-4 Bill Hebert, came this refurbished Jo-Han '66 Plymouth Fury. Features an altered wheelbase, '65 Dodge Coronet interior (with black leather), and an injected 426 Hemi (full-wired).





MODELERS' QUESTION SESSION

By Don Emmons

Q. I am a beginner in model building and I've sprayed two models and both turned out lousy. Could you give me some directions on how to spray paint a model? I like your magazine a lot.
JACK HARLAN
Elmwood, Ill.

Q. I recently bought a '64 Chevelle and painted it Lime Gold (Metalflake) but it did not turn out well. Would you please tell me how to use metalflake?
RANDY JACKSON
Santa Ana, Calif.

A. *Your letters did not state what kind of problems you are having with your paint jobs. I will try to explain how I spray a model using the spray can. First get an empty pop bottle and a piece of masking tape. Roll the tape around so the ends stick together with the sticky side out and put this on the bottle top. Set the model onto the bottle with the tape sticking to the inside of the car top. In this way you'll be able to hold the bottle, turn it around, and set it down to cover the entire body more evenly. Now for the paint job: I start off by holding the model up-side-down and spraying the lower edge of the body and the edges of the wheel wells. Now turn the car over and spray the top making certain to get the upper edges of the windows. Next, do a side, then the front, and other side, finally reaching the rear. Be careful not to hold the can too close to the body and not to put on too much at one shot. Experiment with the paint on an old model to become accustomed to the distance between the can and the model. Solid colors can usually be put on in one coat. Candy colors and metalflakes are harder as you have to build up enough coats to get the shade you want.*

When spraying, start at one end of the side or top and pan completely across the body, stopping after you have gone off the other end. For candy colors you must first apply a base coat of silver or gold. When the base coat is dry, start working around your model, letting it set a few minutes between coats. If it looks "dry" as it goes on, you should move the

can in a little closer. On the other hand, if it looks like it is going on heavy and might run in places, like around wheel wells, door lines, low contoured areas, move back some. Practice on old models or pick up some of the 50¢ 1/32 scale models to work with before taking on a model you've put lots of work into.

Metalflakes sometimes tend to come out rough because of the fine metallic particles in the paint. If you have trouble, spray on a couple coats of clear to get a good gloss over the flake.

Q. Can you tell me which type of bucket seats to use so as to leave enough room between for a console? Also, how can I make radiator hoses look more realistic?
ROGER PITTMAN
Little Rock, Ark.

A. *There are many kits available that offer sets of bucket seats that would suit your purpose. The AMT '49 and '50 Ford kits both have sets which could be used. Most of the '67 kits have optional buckets. For smaller seats, try AMT's '25 T kit.*

For radiator hoses, use a piece of wire or plastic tree and bend it to the right shape. When this has been cut to fit, wrap it with small gauge wire or heavy thread, then paint it flat black.

Q. I got AMT's '25 T kit for my birthday and would appreciate your ideas on building it into a sharp custom street rod using the Coupe body and hot rod parts in the kit. I'm sure you'll be able to help me out. I really dig your keen magazine.
BOB JOHNSTON
Seattle, Wash.

A. *You asked for it! I have one in mind for you to try if you are game.*

First cut off the turtle deck from the Coupe body and fill in the hole with sheet plastic. Putty the cracks as necessary. This now looks like a sedan body that has been shortened (if you're following me). Next you will have to cut a section out of the frame rails, then glue the rear crossmember back on. The rear end should have the backing plates altered to fit the rear spring above the rear end, instead of out behind as the kit has it. This puts the car on a real "rake." The driveshaft must also be shortened. Well, that should get you started. I think you will like the looks of this way-out rod. You will probably notice a vague resemblance to the Uncertain T, but I think this one would be more like you'd see as a street rod. This rod should sport a bright color. How about yellow with a flat black interior, or even a Pearl White and yellow interior would look neat.

ATTENTION ALL MAGAZINE RETAILERS

Independent News Company, Inc., is pleased to announce a Retail Display Plan available to all retailers interested in earning a display allowance on MODEL CAR SCIENCE Magazine. To obtain details and a copy of the formal contract, please write to Marketing Department, Independent News Company, Inc., 575 Lexington Avenue, New York, New York 10022. Under the Retail Display Plan, in consideration of your acceptance and fulfillment of the terms of the formal contract to be sent to you upon your request, you will receive a display allowance of 10 per cent of the cover price per copy sold by you. This plan will become effective with all issues of MODEL CAR SCIENCE Magazine delivered to you subsequent to the date your written acceptance of the formal INDEPENDENT NEWS COMPANY, INC., RETAIL AGREEMENT is received and accepted by our company.

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SALE SALE

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Ferrari 275P. 3.25!!
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Lola GT	6.95
Ferrari 275P	6.95
REVELL	
Chaparral II	6.98
Cooper-Cobra	6.98
Ferrari 250GTO	6.98
Cobra Ford	6.98
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Cheetah	6.95
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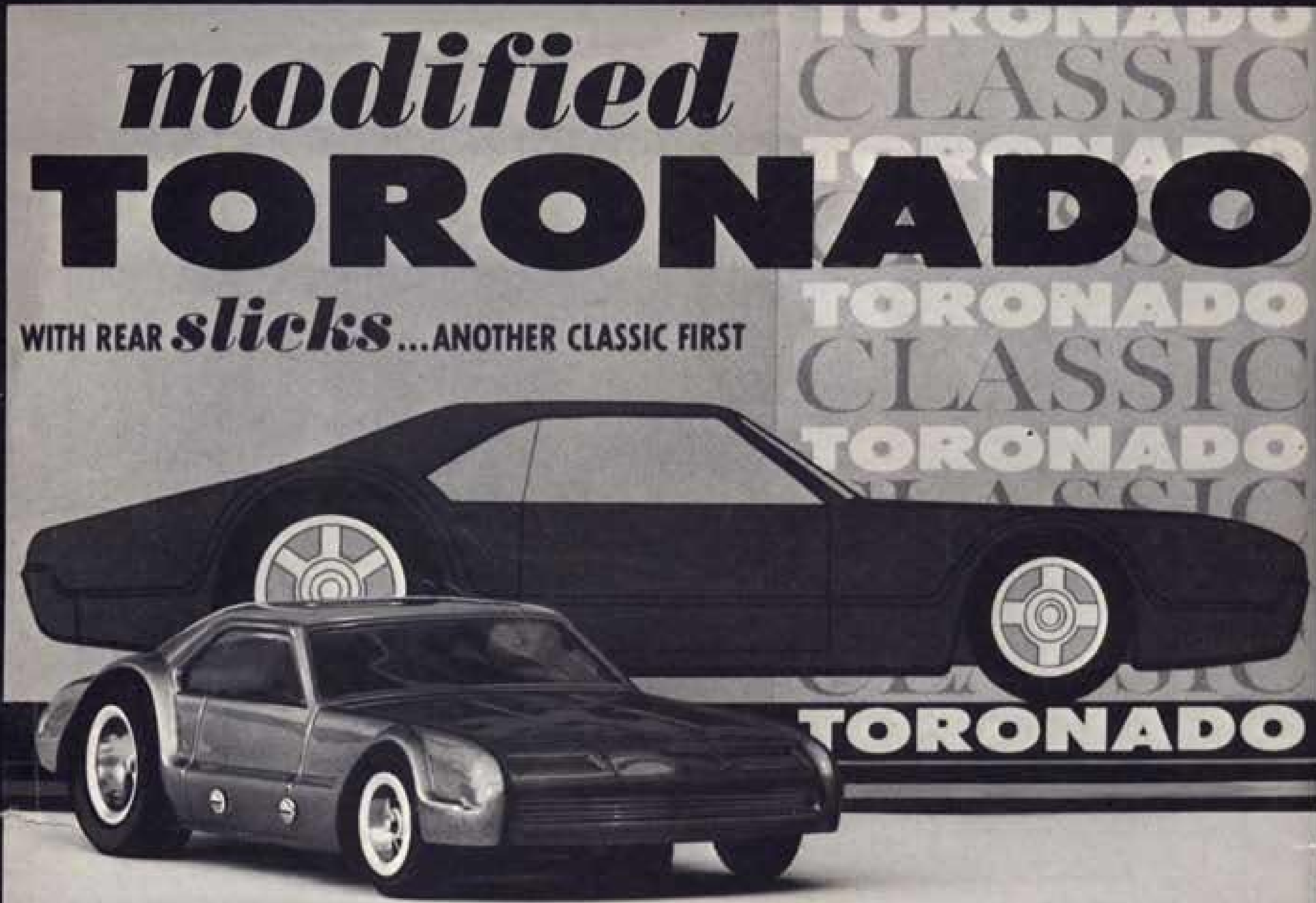
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